City of Beverly Hills

325 N. Maple Drive Renovation Project

CEQA Class 32 Categorical Exemption Report

August 2015

rincon

Environmental Scientists Planners Engineers

325 N. Maple Drive Renovation Project

CEQA Class 32
Categorical Exemption Report

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August 2015

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CATEGORICAL EXEMPTION REPORT

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc., for the 325 N. Maple Drive Renovation Project in the City of Beverly Hills. The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE). The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 exemption. This includes an analysis of the project's potential impacts in the areas of biological resources, traffic, air quality, noise, water quality, and historic resources. The report concludes that the project is eligible for a Class 32 CE.

1. INTRODUCTION

The California Environmental Quality Act (CEQA) states that a Class 32 CE is allowed when:

> *(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
> *(e) The site can be adequately served by all required utilities and public services.*

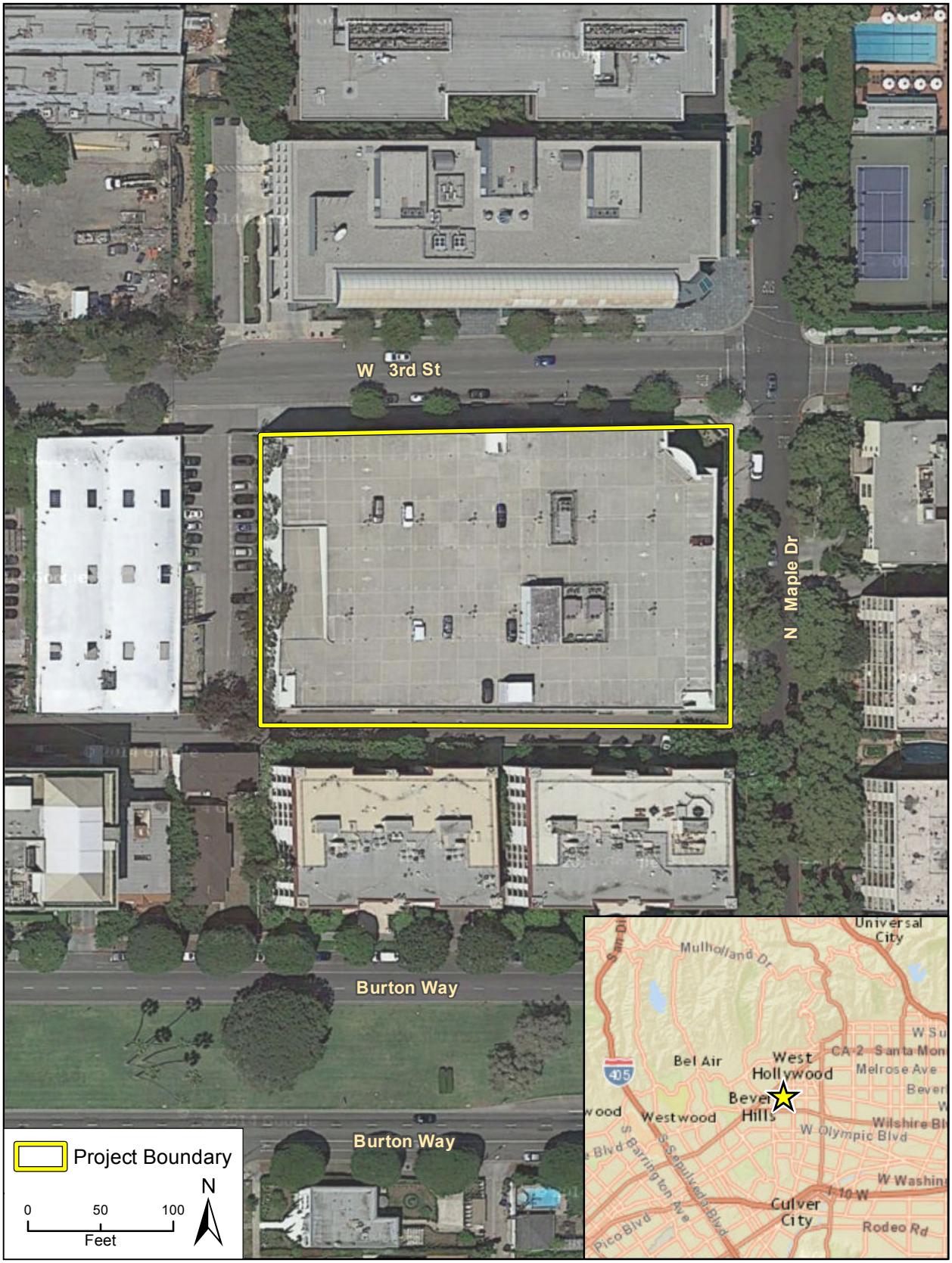
Additionally, State CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource."

Rincon Consultants, Inc., evaluated the project's consistency with the above requirements, including its potential impacts in the areas of biological resources, traffic, noise, air quality, water quality, and historic resources to confirm the project's eligibility for the Class 32 exemption.

2. PROJECT DESCRIPTION

The proposed project would involve renovations to and changes of use of an existing U.S. Post Office building with a 14,000 square-foot retail center, a 42,430 square-foot distribution/delivery center, and a 157,782 square-foot parking garage with 376 parking spaces.

Renovations would occur within the frame of the existing building, including modifications of the building's exterior and reconfiguration of its interior to support mixed commercial uses and a smaller parking area. Figure 1 shows the location of the project site and figures 2a through 2e show the proposed site plan. Table 1 shows the characteristics of the proposed renovated building.



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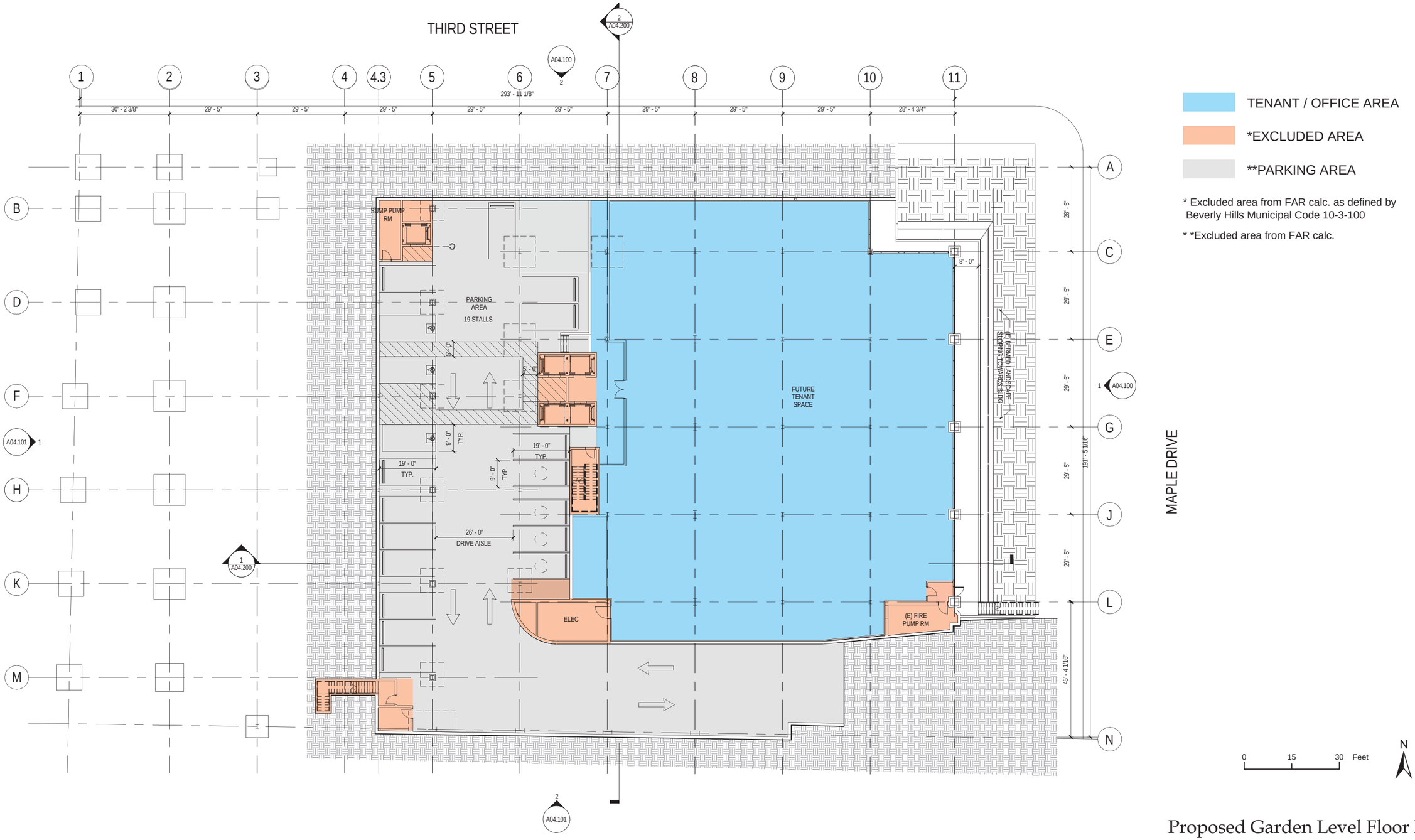
Project Location

Figure 1



Proposed Garden Level Floor Plan

Source: Gensler, 2015.

Figure 2a

TENANT / OFFICE AREA

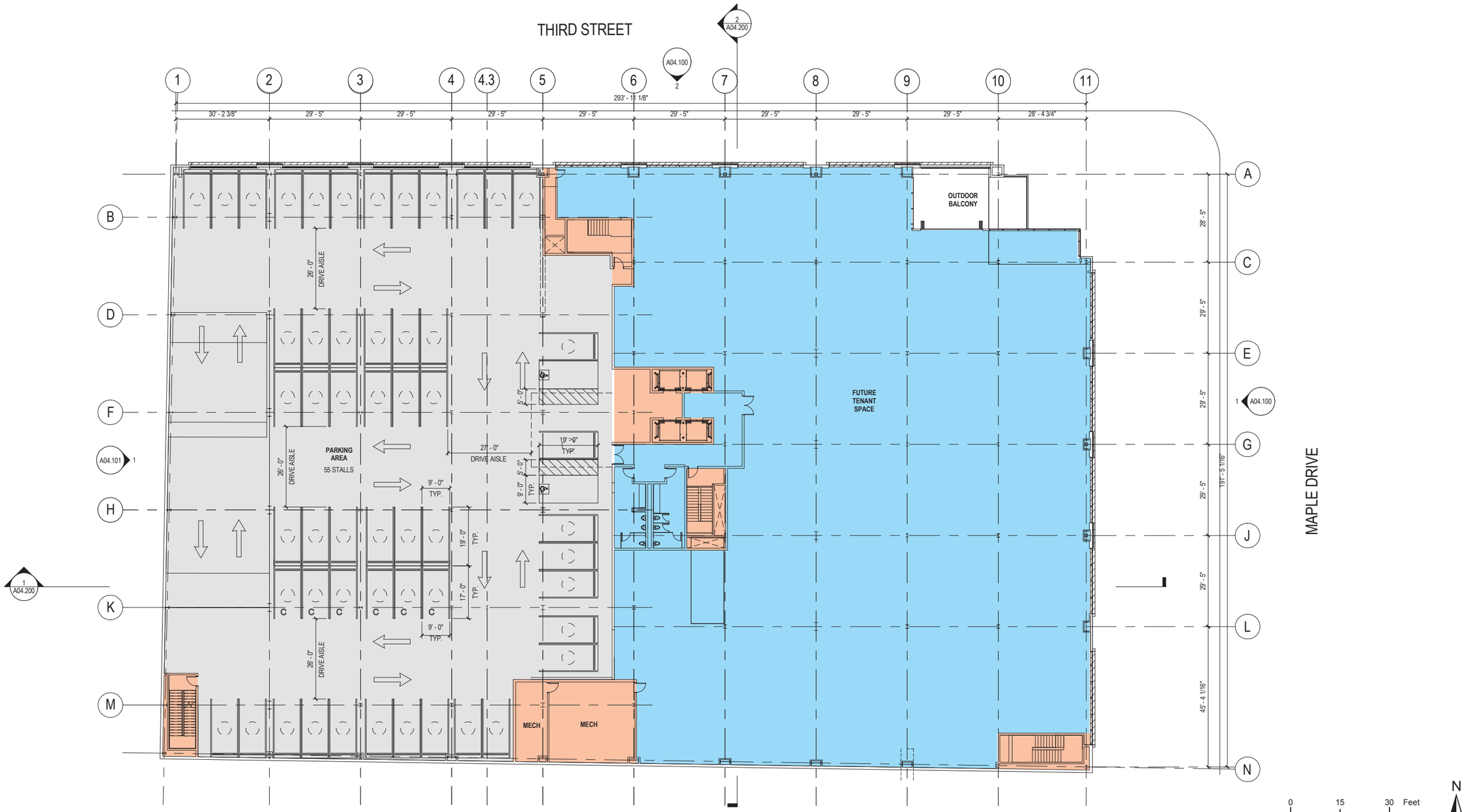
*EXCLUDED AREA — * Excluded area from FAR calc. as defined by Beverly Hills Municipal Code 10-3-100

**PARKING AREA — * *Excluded area from FAR calc.

Proposed Level 1 Floor Plan

Source: Gensler, 2015.

Figure 2b



TENANT / OFFICE AREA

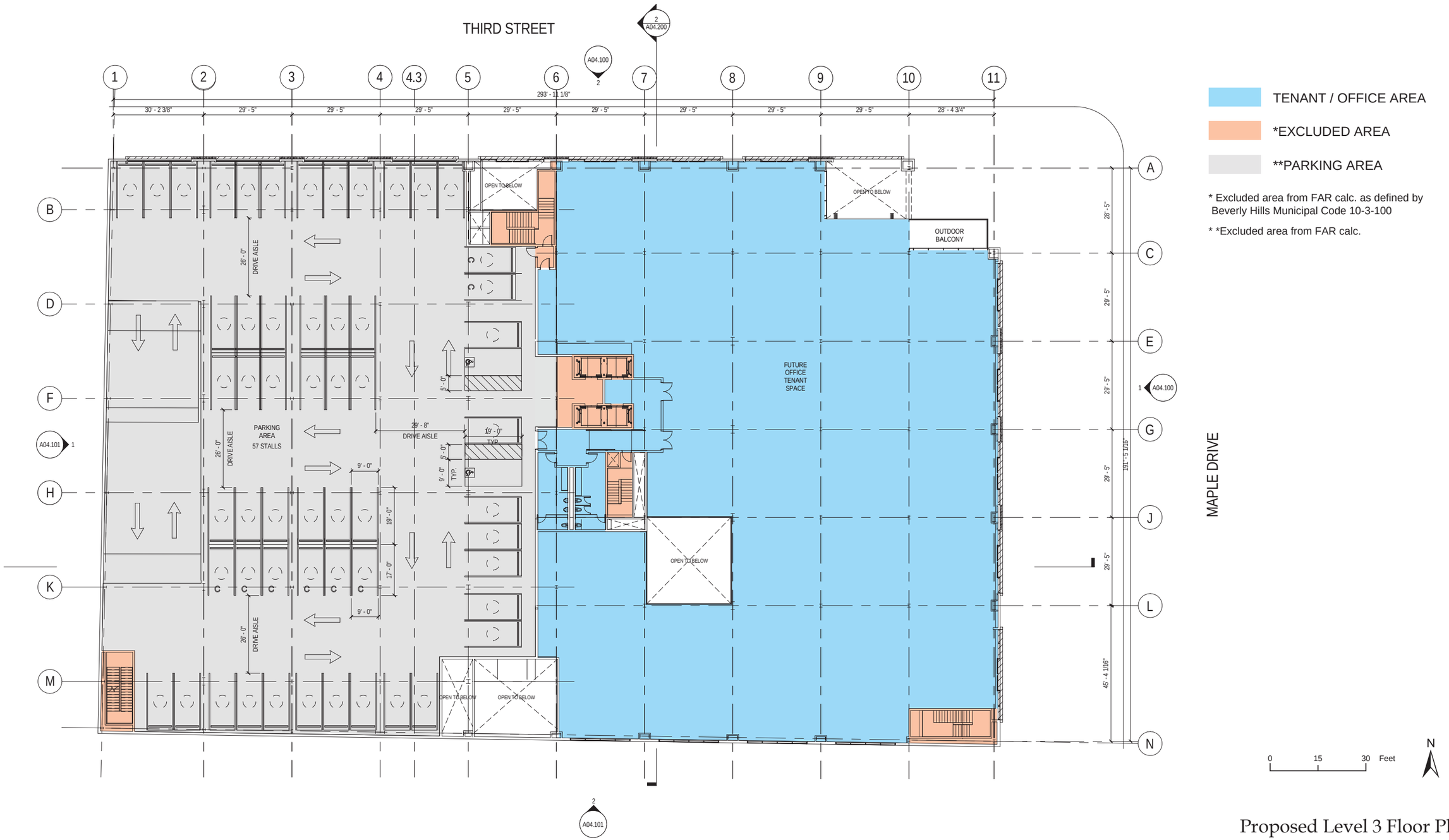
*EXCLUDED AREA — * Excluded area from FAR calc. as defined by Beverly Hills Municipal Code 10-3-100

**PARKING AREA — * *Excluded area from FAR calc.

Proposed Level 2 Floor Plan

Source: Gensler, 2015.

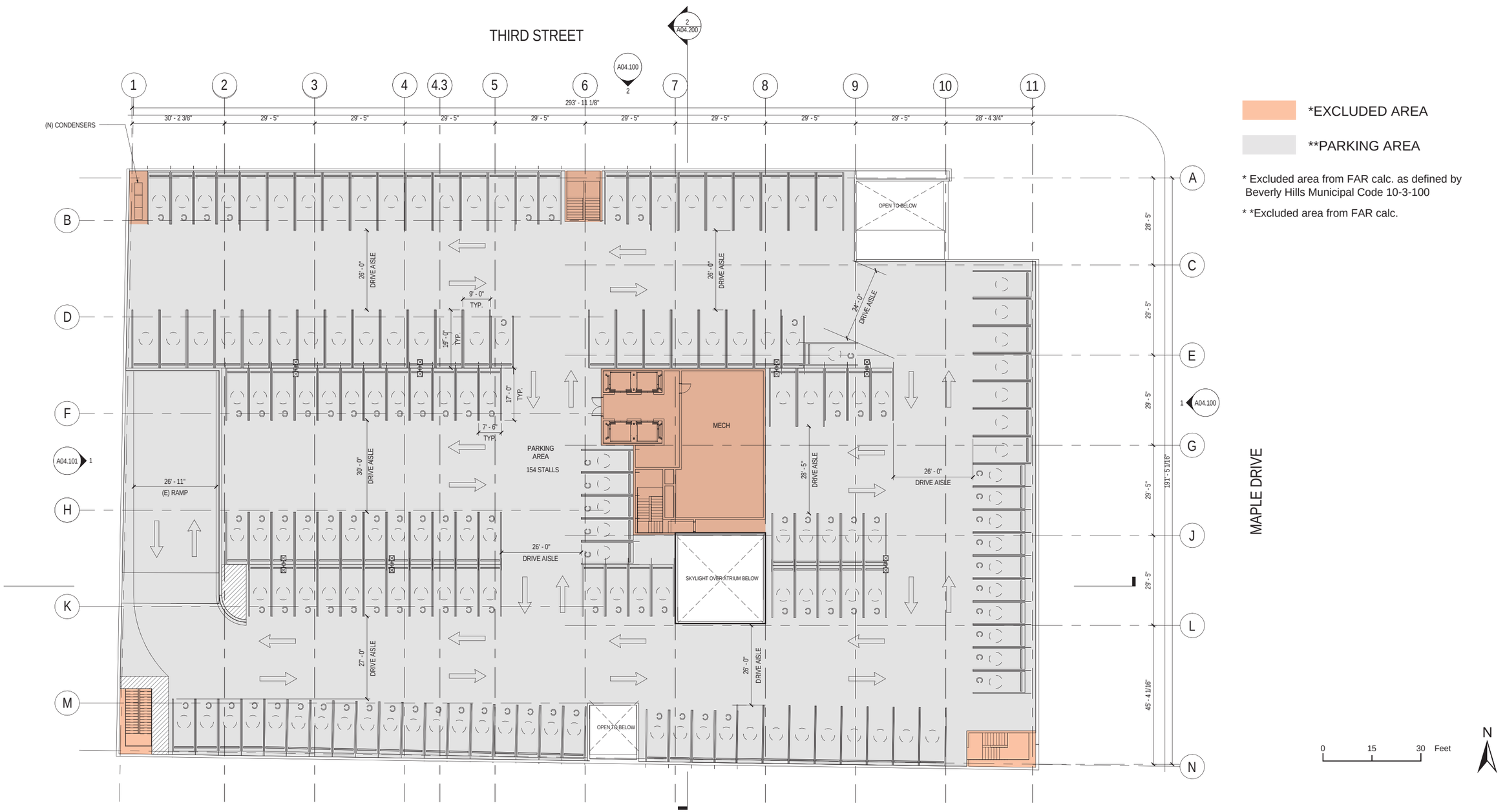
Figure 2c



Proposed Level 3 Floor Plan

Source: Gensler, 2015

Figure 2d



Proposed Roof Floor Plan

Source: Gensler, 2015.

Figure 2e

Table 1
Project Characteristics

Address	325 N. Maple Drive
Assessor's Parcel Number (APN)	4342-010-902, 4342-010-903
Lot Area	65,799 sf (1.51 acres)
Building Footprint	51,880 sf
Floor Area	Garden Level: 16,746 sf Level 1: 34,711 sf Level 2: 26,922 sf Level 3: 25,398 sf *Total: 103,777 sf*[1]
Land Uses	Tenant/Office: 87,475 sf U.S. Post Office: 7,300 sf Retail: 3,254 sf Common Area: 5,748 sf
Height	46 feet, 6 inches[2] 3 stories above grade plus a rooftop level, with 1 underground level of parking below
Parking	299 spaces

[1] The total floor area is calculated pursuant to Beverly Hills Municipal Code §10-3-100 and does not include parking areas, elevator shafts, stair shafts, and rooms housing building operating equipment or machinery rooms.
[2] The listed height does not include rooftop structures, which would add up to 15 feet to the building's height.
sf = square feet

The proposed building footprint of 51,880 square feet would occupy approximately 79% of the total lot area, which is 65,799 square feet. The proposed renovated building would have a floor area of 103,777 gross square feet, not including parking areas, elevator and stair shafts, and rooms housing operating equipment or machinery. The floor area would include 87,475 square feet of tenant/office space, 7,300 square feet for a U.S. Post Office retail center, 3,254 square feet of retail space, and 5,748 square feet of common area. A portion of the existing 157,782 square-foot floor area for parking would be converted to tenant/office space, reducing the area dedicated to parking to 127,264 square feet. The renovated building would include five levels of parking, from the subterranean garden level to the rooftop level, with a total of 299 parking spaces. Table 2 summarizes the proposed changes in floor area, parking area, parking stalls, and areas exempt from floor area calculations on the project site.

Table 2
Summary of Proposed Changes

	Existing	Proposed	Change
Floor Area	56,430 sf[2]	103,777 sf	+47,347 sf
Parking Area	157,782 sf	127,264 sf	-30,518 sf
Parking Stalls	376 spaces	299 spaces	-77 spaces
Areas Exempt from Floor Area[1]	12,183 sf	15,075 sf	+2,892 sf
Total	226,395 sf	246,116 sf	+19,721 sf

[1] In addition to parking areas, areas exempt from floor area as calculated pursuant to Beverly Hills Municipal Code §10-3-100 include elevator shafts, stair shafts, and rooms housing building operating equipment or machinery rooms.
[2] The existing floor area of 56,430 sf includes a 14,000 sf retail center and a 42,430 sf distribution/delivery center.

After exterior renovations, the building would maintain its existing height of 46 feet, 6 inches to the top of the roof, which includes a rooftop parapet but not other rooftop features such as mechanical and exit stair enclosures). Some of the existing rooftop enclosures would be combined into a single enclosure with a mechanical room, elevator shafts, and stairs. The exterior of the existing U.S. Post Office building would be remodeled to consist of a glass storefront with painted aluminum mullions and aluminum-frame windows on the north and east elevations. At the south elevation, light scoops/screens would be placed over windows to reduce light spillover to neighboring uses. Figures 3a and 3b show the proposed building elevations.

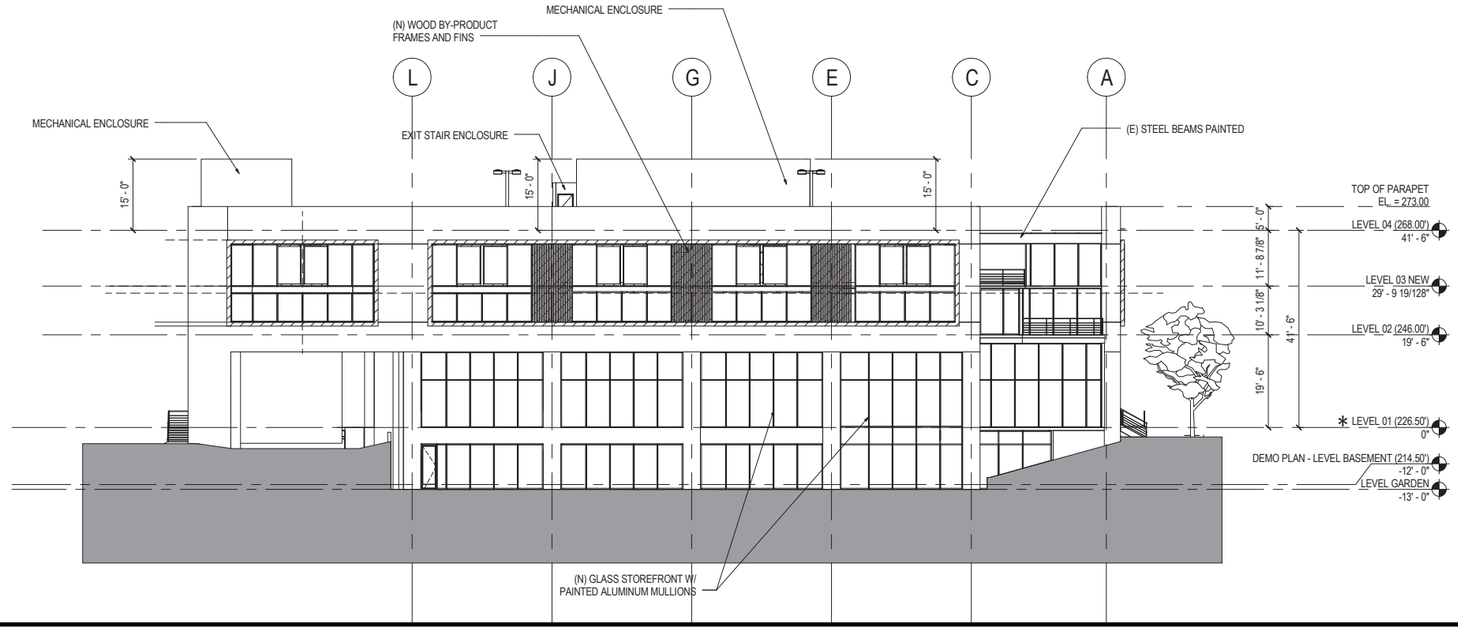
Landscaping improvements are proposed at the exterior of the U.S. Post Office building along W. 3rd Street, N. Maple Drive, and the alley to the south. Short retaining walls would be installed to expand the existing flat area adjacent to the building from two-to-three feet in width to five-to-seven feet in width. In this flat area, a patio with raised decks, seating, and benches for use by tenants would be installed. Drought-resistant landscaping would be planted on remaining slope areas and along the sidewalk of N. Maple Drive. At the corner of W. 3rd Street and N. Maple Drive, multi-trunk specimen trees would be planted. Vines and hedges would be planted along the alley.

The project would retain vehicular access to the building on three existing driveways, including one on N. Maple Drive and two on W. 3rd Street. It is anticipated that visitors of the U.S. Post Office on-site would park in subterranean spaces in the garden level and access the Post Office by an elevator at the northwest corner of the building. Users of office space on the garden level are expected to access their space by descending the elevator from higher floors or via an atrium at the northeast corner of the building. Primary pedestrian access would be provided from W. 3rd Street.

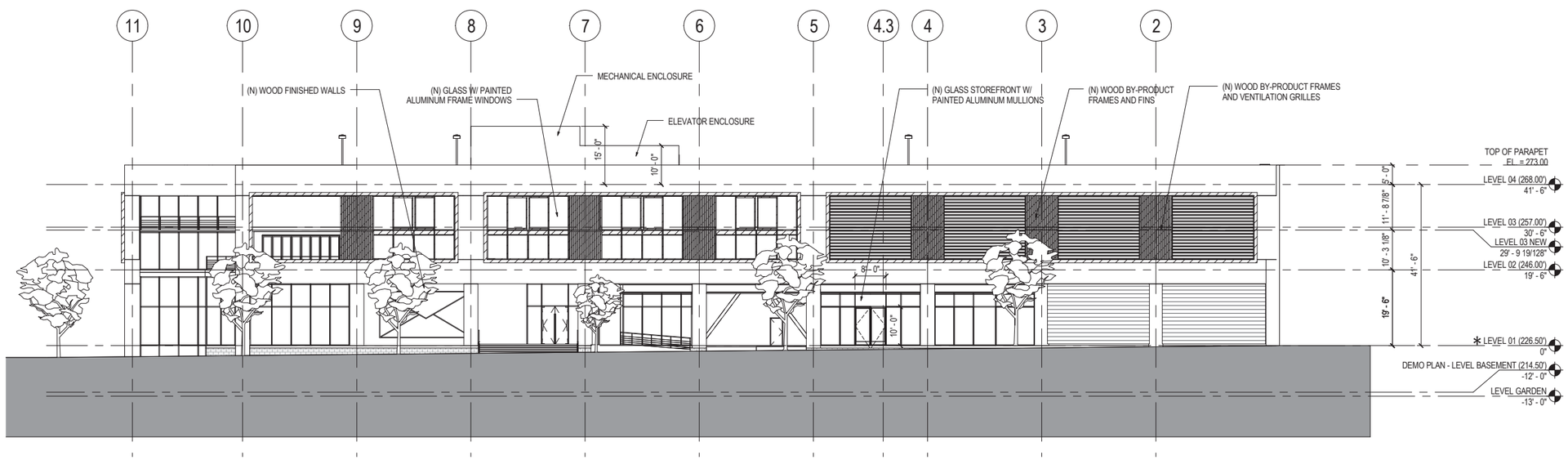
Construction would occur over approximately 12 months. During the grading phase, saw cutters and jackhammers would be used to remove the existing building slab. Sound cloths would be hung from exterior walls where necessary to minimize noise and dust from construction activities. To grade outdoor areas for landscaping, shovels and small equipment would be employed. Grade adjustments during replacement of the existing slab, digging of elevator pits, and landscaping would involve an estimated 250 and 350 cubic yards of soil export and 400 cubic yards of soil import. Assuming 20 cubic yards of soil material per truck, site preparation for the proposed project would involve approximately 38 round-trip hauling truck trips. For the purpose of minimizing emissions of reactive organic gases (ROGs) during construction, architectural coatings on all interior and exterior surfaces would have a maximum ROG content of 150 g/L.

3. EXISTING SITE CONDITIONS

The project site is a relatively flat, rectangular area of 65,799 square feet (1.51 acres) located southwest of the intersection of N. Maple Drive and W. 3rd Street in the City of Beverly Hills. As shown in the photographs in Figure 4, the project site is developed with a three-story U.S. Post Office building with a footprint of 52,373 square feet. This building covers approximately 80 percent of the project site; landscaped areas occur next to the northern and eastern elevations and outside the main entrance. The building's exterior



EAST ELEVATION 0 15 30 Feet

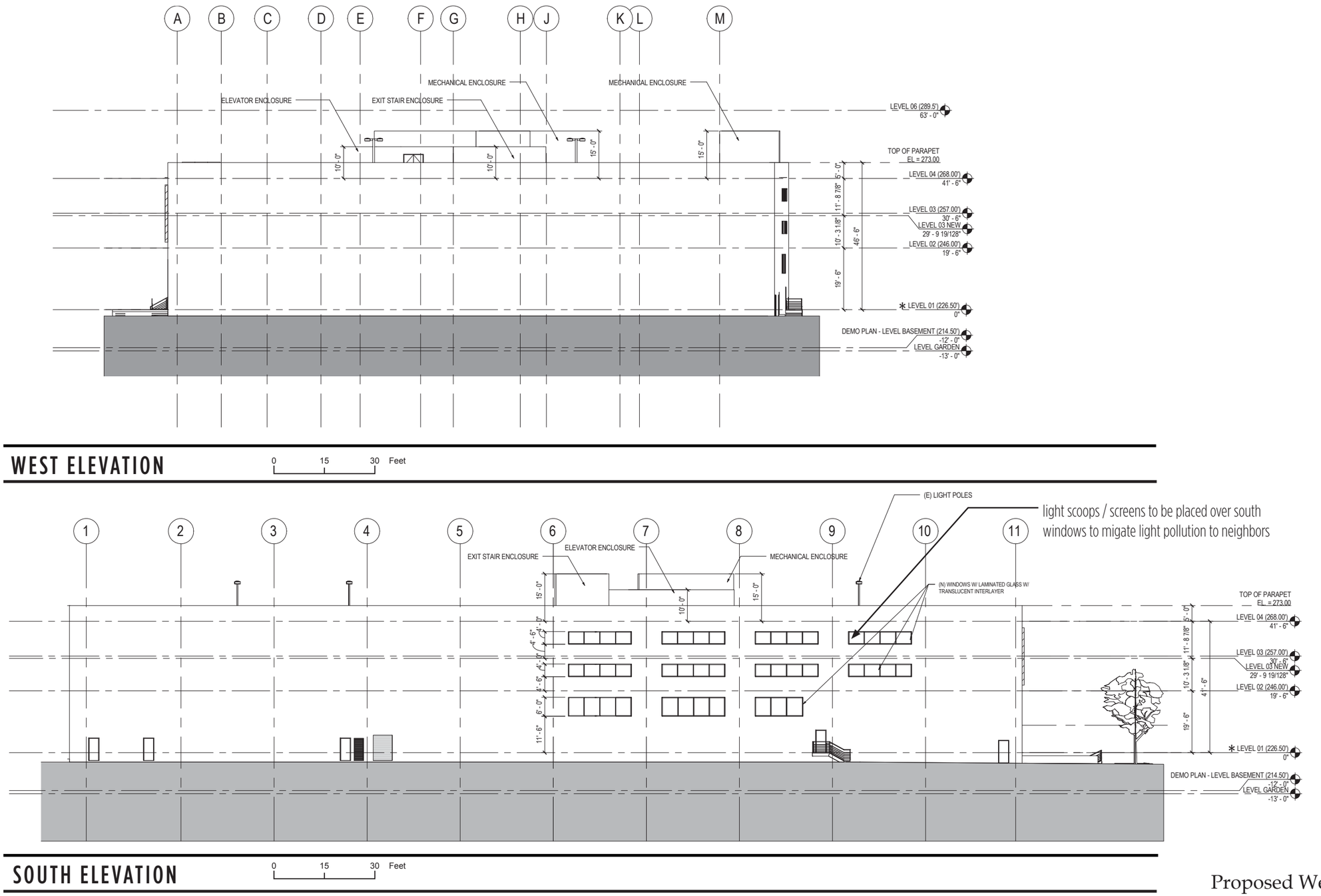


NORTH ELEVATION 0 15 30 Feet

Proposed East and North Elevations

Source: Gensler, 2015.

Figure 3a



Proposed West and South Elevations

Source: Gensler, 2015.

Figure 3b

Photo 1: View to southwest of intersection of N. Maple Drive and W. 3rd Street, showing main entrance to U.S. Post Office building.

Photo 2: View from W. 3rd Street of northwestern corner of U.S. Post Office building.

Site Photographs

Figure 4

consists of off-white concrete with wall-to-wall windows on the ground floor and smaller windows on the upper floor. The northeastern corner of the building is rounded, recessed from the intersection, and covered in glass; a large U.S. Postal Service logo inside the foyer is visible from outside the building. Three driveways, including one at the southeastern corner of the building on N. Maple Drive and two on W. 3rd Street, serve the existing building.

The project site is bordered by a one-story commercial building to the west, W. 3rd Street to the north, N. Maple Drive to the east, and an alley to the south. A three-story office building is located across W. 3rd Street to the north, three-story and six-story multi-family residential buildings are located across N. Maple Drive to the east, and a four-story multi-family residential building is located south of the alley.

4. ANALYSIS

Criterion (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

According to the City of Beverly Hills General Plan Land Use Map, the project site is designated for low-density general commercial and municipal uses. The project site also is zoned C-5, Commercial. Pursuant to the City of Beverly Hills Municipal Code (BHMC) Section 10-3-2001, the C-5 zone permits commercial uses including, but not limited to, arts/crafts stores, bookstores, office convenience stores, pharmacies, restaurants or cafes, banks, and offices. For lots in the C-5 zone that abut Maple Drive, which includes the project site, BHMC Section 10-3-2005 prohibits bank uses, retail/service/restaurant uses, savings and loan uses, and thrift and loan uses within 100 feet of a lot line that abuts Maple Drive. The proposed office space is an allowed use on the project site. Because the proposed retail space is located more than 100 feet away from the lot line abutting Maple Drive, it would also be consistent with the allowable uses on the project site pursuant to the C-5 Zoning Classification.

BHMC Section 10-3-2007 requires all developments, except those developments on site areas that abut the northerly side of 3rd Street, to provide open space on at least 5%of the floor area of development that is visible and accessible from a public sidewalk and without obstruction by gates, doors, or similar features during standard business hours. This requirement was not in place at the time the existing building was constructed, and thus the existing building is legally nonconforming with regard to this requirement. Because the existing building is legally nonconforming pursuant to BHMC Section 10-3-4100, the renovated building would not be required to meet this development standard.

The project site is located within Commercial Zone Height District C-5. According to BHMC Section 10-3-2006, no structure in the C-5 zone shall exceed 45 feet in height. The building is nonconforming with regard to height, and the renovated building would maintain this nonconformity at three stories, at a height of 46 feet and 6 inches when measured as defined by BHMC Section 10-3-100. Several rooftop features would extend above this measured height: ten-foot elevator and exit stair enclosures, and fifteen-foot mechanical enclosures. Pursuant to BHMC Section 10-3-100, no mechanical equipment,

stair, or elevator enclosure that exceeds a height of 45 feet shall be permitted with 50 feet of the lot line abutting Maple Drive, nor shall these enclosures intersect a plane extending upward at a 45-degree angle toward to the interior of the site from a line on the roof 50 feet from this lot line. As shown in the proposed building elevations in Figure 3a, the rooftop enclosures would be moved to at least 100 feet from the lot line abutting N. Maple Drive, consistent with this height requirement particular to Maple Drive.

The General Plan has several land-use policies that are relevant to the proposed project, including the following specifically applicable policies related to community character and quality and economic sustainability. Table 3 presents an evaluation of the project's consistency with applicable Beverly Hills General Plan policies.

Table 3
Consistency with Beverly Hills General Plan Policies

LU 2.1 City Places: Neighborhoods, Districts, and Corridors. *Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.*	Consistent: Surrounding development consists of three- to six-story multi-family residential buildings and one- to three-story commercial buildings. The proposed three-story commercial building would be similar in scale to surrounding development and would be consistent with the character and quality of the area. Because the proposed project only involves renovation of the building's exterior, along with interior modifications, the built form would remain consistent while aesthetic qualities would be enhanced with a new façade.
LU 2.4 Architectural and Site Design. *Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.*	Consistent: The proposed renovations to the existing U.S. Post Office building would exhibit quality architecture and design, with façades consisting of glass with painted aluminum mullions and aluminum-frame windows on the north and east elevations.
LU 9.1 Uses for Diverse Customers*. Accommodate retail, office, entertainment, dining, hotel, and visitor serving uses that support the needs of local residents, attract customers from the region, and provide a quality experience for national and international tourists.*	Consistent. The proposed project would accommodate retail and office uses that support the needs of local residents and attract customers from the region, while also maintaining a U.S. Post Office retail location to serve community needs.
LU 11.2 Site Planning and Architectural Design. *Require that commercial and office properties and buildings are planned and designed to exhibit a high level of site and architectural design quality and excellence.*	Consistent: The proposed project would exhibit quality site and architectural design. The exterior of the existing U.S. Post Office building would be renovated to consist of a glass storefront with painted aluminum mullions and aluminum-frame windows on the north and east elevations. At the south elevation, light scoops/screens would be placed over windows to reduce light spillover to neighboring uses.
LU 12.2 Building, Parking Structure, and Site Design. *Require that buildings, parking structures, and properties in commercial and office districts be designed to assure compatibility with abutting residential neighborhoods, incorporating such elements as setbacks, transitional building heights and bulk, architectural treatment of all elevations, landscape buffers, enclosure of storage facilities, air conditioning, and other utilities, walls and fences, and non-glare external lighting.*	Consistent: The proposed building, parking structure, and site design would be compatible with abutting residential neighborhoods. The building height of three stories above grade, architectural treatment, and landscape buffers would complement the surrounding development. At the south elevation, light scoops/screens would be placed over windows to reduce light spillover to neighboring uses. The project would involve the renovation of an existing building and would not result in substantial changes to existing visual conditions.
LU 12.3 Alleys Between Commercial and Residential	Consistent: The project site has an alley on the

Table 3
Consistency with Beverly Hills General Plan Policies

Uses. *Encourage that alleys be attractively designed as a transition between retail and office districts and residential neighborhoods, using features such as quality paving materials, landscaping, low voltage lighting and high-quality maintenance to assure that such alleys are attractive, and kept free of trash and debris.*	south end separating commercial and residential uses with landscaping adjacent to the building on the project site along the alley frontage. Facing this alley, the renovated building would have low-voltage lighting as well as light scoops/screens placed over windows to reduce light spillover to neighboring uses.

As shown in Table 3, the proposed project would be generally consistent with applicable General Plan policies. The project would be consistent with applicable zoning designation and regulations and General Plan designation and policies.

Criterion (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is located on a 1.51-acre parcel within a developed urban neighborhood. It is immediately surrounded by urban uses on all sides, as shown in Figure 1.

Criterion (c) *The project site has no value as habitat for endangered, rare, or threatened species.*

The project site is located within a highly developed urban area that lacks habitat that would be suitable for sensitive animal or plant species. In addition, the project site itself is developed with a post office and parking garage. As discussed in Existing Site Conditions, hedges are planted along the foundations of the building. This vegetation does not provide habitat for sensitive species due to its small size, lack of native vegetation, and highly urban context.

Criterion (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

The following discussion provides an analysis of the project's potential effects with respect to traffic, noise, air quality, and water quality.

A. TRAFFIC

The following analysis of potential traffic impacts is based on a Traffic Impact Analysis prepared by Fehr & Peers for the proposed project in March 2015.

Trip Generation. Trip rates for existing and proposed land uses were based on both the empirical rates developed for the existing post office and from the *Trip Generation Manual*, 9th Edition (Institute of Transportation Engineers [ITE], 2012). The trip rate for "neighborhood serving retail/creative office space" (ITE code 826 and 710, respectively) was applied to the existing post office on-site and to the proposed commercial building. For each existing and proposed land use on-site, the floor area was defined as including areas exempt from floor area calculations, which results in a more conservative estimate of trips generated. As shown in Table 4, the project is expected to

generate a net total of 280 daily trips, including 108 trips during the AM peak hour and 50 trips during the PM peak hour.

Table 4
Trip Generation

Land Use	Size (ksf)	Daily Trip Rate (trips/day/ ksf)	AM Trip Rate (trips/day/ ksf)	PM Trip Rate (trips/day/ ksf)	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Existing Land Use							
U.S. Post Office Retail Customer	14.0	42.29	0.64	4.57	592	9	64
U.S. Post Office Employee/Delivery/Distribution	56.0	10.07	1.00	1.20	564	56	67
Proposed Land Use							
U.S. Post Office Customers U.S. Post Office Employees *Net External Vehicle Trips*	7.8	42.29	0.64	4.57	328 24 *352*	5 12 *17*	35 12 *47*
Neighborhood Serving Retail Less: Transit credit *Net External Vehicle Trips*	3.7	44.32	6.84	2.71	165 (8) *157*	26 (1) *25*	10 (1) *9*
Creative Office Less: Transit credit *Net External Vehicle Trips*	88.5	11.03	1.56	1.49	976(49) *927*	138 (7) *131*	132 (7) *125*
				TOTAL NET NEW TRIPS	**280**	**108**	**50**

Source: Fehr & Peers & Institute of Transportation Engineers [ITE], Trip Generation, 9th Edition, 2012
( ) denotes subtraction

Existing Plus Project Intersection Impacts. Fehr & Peers modeled impacts to traffic flow at intersections in the vicinity of the project site under existing conditions with the addition of traffic generated by the project. These impacts were evaluated in terms of volume-to-capacity (V/C) ratio, total seconds of delay, and level of service (LOS) for each intersection. The V/C ratio is a measure that reflects mobility and quality of travel of a facility or a section of a facility, comparing roadway demand (vehicle volumes) with roadway supply (carrying capacity). LOS is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Tables 5 and 6 show City's threshold criteria for project-related traffic impacts at signalized and unsignalized intersections.

Table 5
Threshold Criteria for Signalized Intersections

LOS	Final V/C Ratio	Project-Related Increase in V/C
D	> 0.801 – 0.900	equal to or greater than 0.030
E or F	> 0.901	equal to or greater than 0.020

Source: Fehr & Peers, March 2015.

Table 6
Threshold Criteria for Unsignalized Intersections

LOS	Final Total Delay	Project-Related Increase in Delay
D	> 25.0 and ≤ 35.0	equal to or greater than 4.0 seconds
E or F	> 35.0	equal to or greater than 3.0 seconds

Source: Fehr & Peers, March 2015.

Intersections operating at LOS A, B, or C after the addition of project-generated traffic are not significantly impacted, according to the City's threshold criteria.

Table 7 shows traffic conditions during peak-hour periods at local intersections under existing plus project conditions.

Table 7
Existing Plus Project Intersection Level of Service Analysis

N/S Street Name	E/W Street Name	Analyzed Periods	Control	Existing		Existing + Project		Project Increase In V/C or Delay	Significant Impact?
				V/C or Delay	LOS	V/C or Delay	LOS		
Foothill Road	Burton Way	AM PM	Signal	0.745 0.731	C C	0.749 0.731	C C	0.004 0.000	No No
Santa Monica Blvd	Beverly Blvd	AM PM	Signal	0.900 0.889	D D	0.901 0.889	E D	0.001 0.000	No No
Maple Drive	Beverly Blvd	AM PM	Signal	0.542 0.676	A B	0.554 0.688	A B	0.012 0.012	No No
Maple Drive	Alden Drive	AM PM	AWSC	9.6 9.4	A A	9.9 9.6	A A	0.3 0.2	No No
Maple Drive	3rd Street	AM PM	AWSC	15.0 14.9	B B	16.7 17.6	C C	1.7 2.7	No No
Maple Drive	Burton Way	AM PM	Signal	0.673 0.633	B B	0.685 0.639	B B	0.012 0.006	No No
Doheny Drive	Burton Way	AM PM	Signal	0.993 1.035	E F	0.998 1.038	E F	0.005 0.003	No No

Source: Fehr & Peers, March 2015.
AWSC = all way stop control

As shown in Table 7, the intersections of Santa Monica Boulevard/Beverly Boulevard and Doheny Drive /Burton Way are projected to operate at LOS E or F during one or both peak periods. However, the proposed project would not generate an increase in V/C of at least 0.020 at these signalized intersections. Therefore, the project would not significantly impact traffic at any studied intersection under existing plus project conditions.

Future Plus Project Intersection Impacts. Fehr & Peers modeled future traffic conditions in the year 2016 based on an expected ambient growth factor of 1% in traffic volumes from regional growth and traffic generated by specific development projects near the project site. Table 8 shows traffic conditions during peak-hour periods at local intersections under future plus project conditions.

Table 8
Future Plus Project Intersection Level of Service Analysis

N/S Street Name	E/W Street Name	Analyzed Periods	Control	Existing		Existing + Project		Project Increase In V/C or Delay	Significant Impact?
				V/C or Delay	LOS	V/C or Delay	LOS		
Foothill Road	Burton Way	AM PM	Signal	0.760 0.748	C C	0.766 0.748	C C	0.006 0.000	No No
Santa Monica Blvd	Beverly Blvd	AM PM	Signal	0.981 1.040	E F	0.981 1.040	E F	0.000 0.000	No No
Maple Drive	Beverly Blvd	AM PM	Signal	0.569 0.711	A C	0.581 0.723	A C	0.012 0.012	No No
Maple Drive	Alden Drive	AM PM	AWSC	9.7 9.5	A A	10.1 9.7	B A	0.4 0.2	No No
Maple Drive	3rd Street	AM PM	AWSC	15.0 14.9	B B	17.7 18.8	C C	2.7 3.9	No No
Maple Drive	Burton Way	AM PM	Signal	0.689 0.649	B B	0.699 0.655	B B	0.010 0.006	No No
Doheny Drive	Burton Way	AM PM	Signal	1.036 1.093	F F	1.042 1.096	F F	0.006 0.003	No No

Source: Fehr & Peers, March 2015.
AWSC = all way stop control

As shown in Table 8, the intersections of Santa Monica Boulevard/Beverly Boulevard and Doheny Drive/Burton Way are projected to operate at LOS E or F during one or both peak periods. However, the proposed project would not generate an increase in V/C of at least 0.020 at these signalized intersections. Therefore, the project would not significantly impact traffic at any studied intersection under future plus project conditions.

Neighborhood Traffic Impact Analysis. A neighborhood traffic impact analysis was conducted on four residential street segments to the north, south, and east of the project. These streets were selected as they are determined to have a greater potential likelihood of neighborhood cut-through traffic from the project. Twenty four-hour machine counts were conducted on the four analyzed street segments. Future daily traffic volumes were projected in a manner similar to a peak hour analysis of the study intersections, including both ambient growth at 1% per year as well as anticipated traffic from cumulative projects that could be constructed by 2016.

Table 9 shows the City's threshold criteria for a project's impacts to traffic flow on local residential streets.

Table 9
Threshold Criteria for Local Residential Streets

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase
0 to 2,000	16% or more of final ADT, 16% or more of peak hour, or both
2,001 to 4,000	12% or more of final ADT, 12% or more of peak hour, or both
4,001 to 6,750	8% or more of final ADT, 8% or more of peak hour, or both
6,751 or more	6.25% or more of final ADT, 6.25% or more of peak hour, or both

Source: Fehr & Peers, March 2015.

As shown in Tables 10 and 11, the project would not have significant impacts on local residential streets under existing or future traffic conditions.

Table 10
Neighborhood Street Impact Analysis – Daily Traffic Volumes – Existing Conditions

	Weekday Bidirectional Daily Volume			Impact Analysis	
Locations	**Existing ADT**	**Project Only**	**Existing Plus Project**	**% of Final ADT**	**Significance Threshold**
Daily					
Maple Drive North of 3rd Street	4,124	78	4,202	1.86%	+8.0%
Maple Drive North of Burton Way	4,320	53	4,373	1.21%	+8.0%
3rd Street East of Maple Drive	6,101	88	6,189	1.42%	+8.0%
3rd Street West of Doheny	8,922	88	9,010	0.98%	+6.25%
Peak Hour					
Maple Drive North of 3rd street	396	29	425	6.82%	+8.0%
Maple Drive North of Burton Way	407	26	433	6.00%	+8.0%
3rd Street East of Maple Drive	642	26	668	3.89%	+8.0%
3rd Street West of Doheny Drive	844	26	870	2.99%	+6.25%

Source: Fehr & Peers, March 2015.

Table 11
Neighborhood Street Impact Analysis – Daily Traffic Volumes – Future Conditions

	Weekday Bidirectional Daily Volume				Impact Analysis	
Locations	**Existing ADT**	**Future ADT**	**Project Only**	**Future Plus Project**	**% of Final ADT**	**Significance Threshold**
	Daily					
Maple Drive North of 3rd Street	4,124	4,264	76	4,340	1.75%	+8.0%
Maple Drive North of Burton Way	4,320	4,438	53	4,491	1.18%	+8.0%
3rd Street East of Maple Drive	6,101	6,260	91	6,351	1.43%	+8.0%
3rd Street West of Doheny	8,922	9,219	91	9,310	0.98%	+6.25%
	Peak Hour					
Maple Drive North of 3rd street	396	409	29	438	6.62%	+8.0%
Maple Drive North of Burton Way	407	418	26	444	5.86%	+8.0%
3rd Street East of Maple Drive	642	657	26	683	3.81%	+8.0%
3rd Street West of Doheny Drive	844	871	26	897	2.90%	+6.25%

Source: Fehr & Peers, March 2015.

Regional Traffic Impact Analysis. Fehr & Peers conducted a screening-level analysis of the project's impacts on the regional transportation system in accordance with the procedure outlined in *Congestion Management Program for Los Angeles County* (CMP) (Metro, 2010). New projects that would generate at least 50 peak-hour trips on a roadway in the CMP may trigger a CMP intersection analysis. Two CMP arterial monitoring stations are located within one mile of the Project site: Santa Monica Boulevard/Doheny Drive and Santa Monica Boulevard/Wilshire Boulevard. Traffic modeling indicates that the proposed project would not generate 50 peak-hour trips at these intersections. Therefore, the project would not trigger a significant impact at nearby CMP intersections.

Regional Public Transit Impact Analysis. An analysis of impacts on the regional public transit system was conducted in accordance with Appendix D-8 of the 2010 CMP, which provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. Within ¼ mile of the project site, Metro operates a local line. Within two miles of the project site, Metro operates four additional rapid bus lines: the Metro Rapid 704, the Metro Rapid 720, the Metro Rapid 705, and the Metro Rapid 728. Within two miles of the project site, the City of Santa Monica's Big Blue Bus operates one additional rapid bus line, the BBB Rapid 7. The proposed office and retail uses are estimated to generate 164 net vehicle trips during the AM peak hour and 142 during the PM peak hour. The headway service for local and express routes is between five and twelve minutes during both peak periods. The bus services have an estimated seating capacity of approximately 8,200 persons during the peak hours based on bus seating capacity of 40 persons for a standard bus and 65 persons for a rapid articulated bus. The proposed project would utilize up to 0.1% of available transit capacity during the peak hours. Therefore, the project site is well

served by established transit routes, and project-related impacts would be less than significant.

Parking Supply and Demand. The proposed project would provide 299 parking spaces in one level of subterranean parking, three levels of building parking, and one level of roof parking. These parking spaces are intended only to serve the new development. Parking requirements for commercial uses are included in BHMC Section 10-3-2730. As shown in Table 12, the proposed project would provide an additional two parking spaces beyond what is required by BHMC.

Table 12
BHMC Parking Requirements

Use	Area (sf)	Ratio	Sub-Total
Commercial	103,777	1:350	297
Total Required by BHMC			**297 spaces**
Actual Provided by Proposed Project			**299 spaces**

BHMC Section 10-3-2730 requires one space per 350 square feet of floor area for commercial uses not otherwise specified in that section.

Site Access. The existing U.S. Post Office building has three driveways, which include one on N. Maple Drive and two on W. 3rd Street. The proposed project would not alter these existing driveways. It is anticipated that visitors of the U.S. Post Office on-site would park in subterranean spaces in the garden level and access the Post Office by an elevator at the northwest corner of the building. Users of office space on the garden level are expected to access their space by descending the elevator from higher floors or via an atrium at the northeast corner of the building. Primary pedestrian access would be provided from the sidewalk on the south side of W. 3rd Street. Therefore, new issues with regard to site access are not anticipated.

Construction Traffic. Construction traffic impacts on roadway facilities would be identified as significant if the construction of a project creates a prolonged impact due to lane closure, emergency vehicle access, traffic hazards to bicycles and/or pedestrians, damage to the roadbed, truck traffic on roadways not assigned as truck routes, and other similar impediments to circulation. Based on the following assumptions, it is not anticipated that project construction would cause significant traffic impacts:

- It is anticipated that the construction vehicles, haul trucks, and construction workers would access the site from N. Maple Drive or W. 3rd Street, which are approved heavy haul routes (Beverly Hills, March 2009). The import and export of soil during site preparation would entail an estimated 38 round-trip hauling truck trips, which would not significantly contribute to local traffic.
- The proposed project would not involve road closures that would affect emergency vehicle access or create hazards to bicycles and pedestrians.
- The total number of construction trips would be staggered throughout the day, with most trips occurring during off-peak hours.

To reduce temporary disruptions on the adjacent roadway network due to construction activities, the project would be expected to comply with the standard City of Beverly Hills condition of approval requiring preparation and approval of a Construction Management Plan prior to the initiation of construction activities. This plan would address the following items:

- Maintain existing access for land uses in proximity of the project site during project construction.
- Schedule deliveries and hauling of construction materials to non-peak travel periods, including night hours and weekends.
- Coordinate deliveries and hauling to reduce the potential of trucks waiting to load or unload for extended periods of time.
- Minimize obstruction of through traffic lanes on N. Maple Drive and W. 3rd Street.
- Meet the requirements of the Community Development and Public Works/Transportation Departments with respect to construction scheduling and coordination with other construction near the project site, heavy hauling and material delivery routing, types of trucks, use limitations per hour, hours of operations, traffic plan submission for different stages, pedestrian and vehicular access, street use permit process, daily street cleanliness and maintenance and safety after work, and parking management for construction workers.

Additionally, the maximum number of construction parking spaces would be identified, and the applicant would be required to accommodate parking either at the project site or at a nearby site from which workers would be transported to the site. With the provision of such parking, it is anticipated that for workers traveling to the project site there would be sufficient on-site access. Therefore, no additional management plans for construction workers are necessary.

Finally, it should be noted that construction traffic impacts are temporary by their nature, and would have no effect on traffic and circulation beyond the construction period.

Conclusion. The project would not significantly impact any of the four neighborhood street segments analyzed, traffic at a CMP arterial intersection, or transit. The assessment of traffic impacts, parking supply and demand, site access, and construction impacts determined that there would be no significant impacts.

B. NOISE

Noise Characteristics and Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual varying levels over a period of time (essentially, L_{eq} is the average sound level).

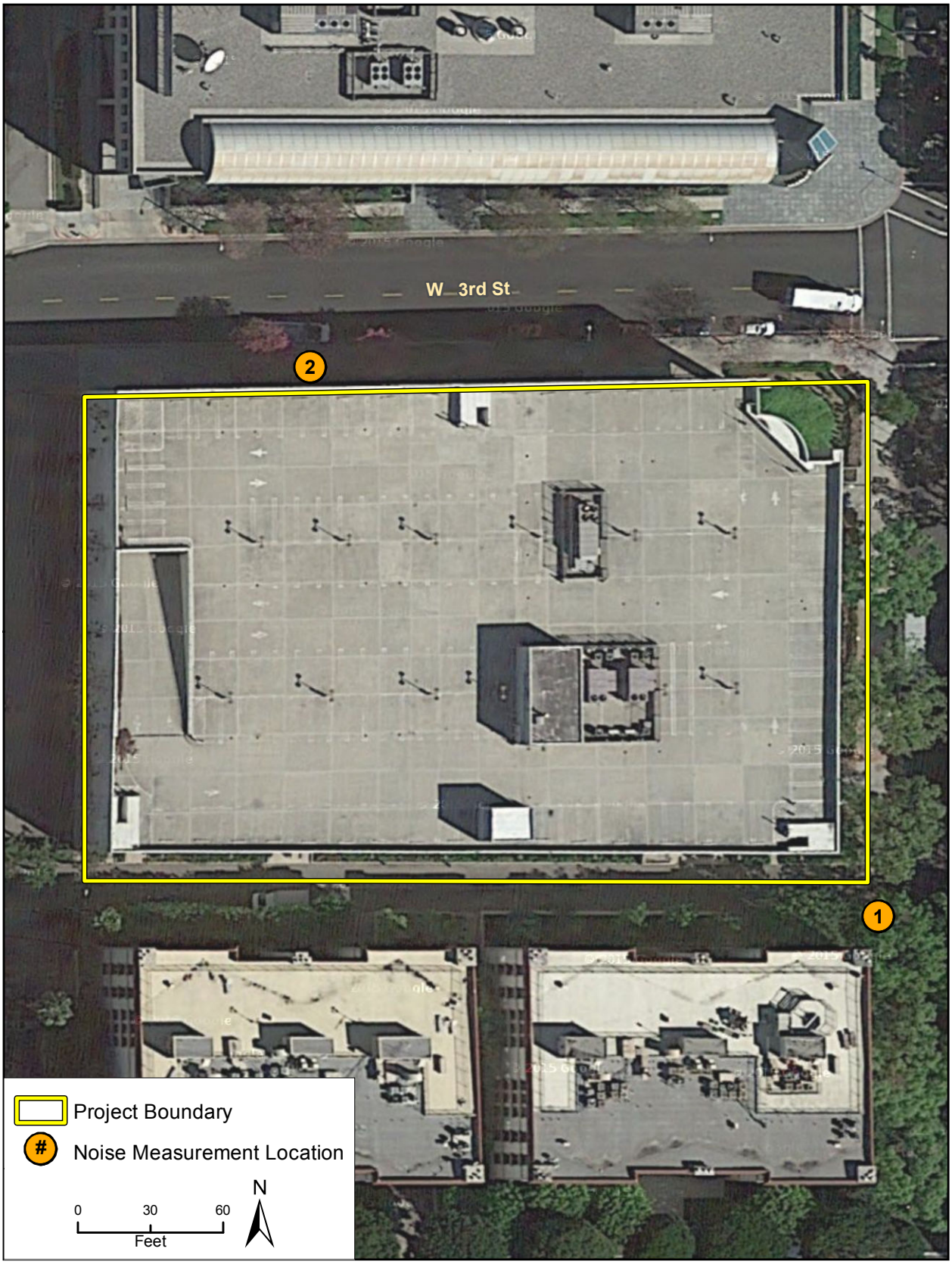
Noise Standards. The City of Beverly Hills' General Plan incorporates comprehensive goals, policies, and implementing actions related to noise and acceptable noise levels. These policies address unnecessary, excessive, and annoying noise levels and sources, such as vehicles, construction, special sources (e.g., radios, musical instrument, animals) and stationary sources (e.g., heating and cooling systems, mechanical rooms).

For traffic-related noise, impacts would be significant if project-generated traffic results in the exposure of sensitive receptors to a perceptible increase in roadway noise. Roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more.

Impacts relating to on-site activities would be significant when project-related activities create noise exceeding the standards as identified by the applicable noise zone for the project site. The project site is zoned for commercial use, but adjacent properties to the south and east are zoned for multi-family residential use. The nearest sensitive receptors to the project site are multi-family residences located approximately 45 feet to the south and 115 feet to the east of the (across N. Maple Drive).

Existing Ambient Noise Levels. The primary source of noise in the vicinity of the project site is motor vehicle traffic, including automobiles, trucks, buses, and motorcycles. Roadways that contribute to ambient noise near the project site include W. 3rd Street, N. Maple Drive, and Burton Way.

To determine existing ambient noise levels on the project site, two 15-minute noise measurements were taken on the project site between 1:57 p.m. and 2:30 p.m. on January 27, 2015, using an ANSI Type II integrating sound level meter. The first noise measurement was located at the southeast corner of the project site along N. Maple Drive. The second noise measurement was located at the north side of the project site near W. 3rd Street. Figure 5 shows the on-site noise measurement locations, and Table 13 identifies the measured noise levels. As shown in Table 13, noise levels were measured at 63.0 dBA L_{eq} along N. Maple Drive and 61.5 dBA L_{eq} along W. 3rd Street. During the noise measurements, motor vehicles were the primary noise source, and construction activity at the multi-family residential building across N. Maple Drive to the east also contributed to the local noise environment.



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Noise Measurement Locations

Figure 5

Table 13
On-Site Noise Measurement Results

Measurement Number	Measurement Location	Noise Sources	Sample Time	L_{eq} (dBA)
1	N. Maple Drive	Traffic on N. Maple Drive and Burton Way	Weekday midday	63.0
2	W. 3rd Street	Construction activities across street to east	Weekday midday	61.5

Source: Field visit on January 27, 2015, using ANSI Type II Integrating sound level meter. Refer to Appendix A for noise monitoring data sheets.

Construction Noise. The project would result in temporary noise level increases during renovation of the U.S. Post Office building, especially for exterior modifications. Following renovation of the building's exterior, noise generated during interior remodeling would be attenuated by the building walls. As shown in Table 14, noise levels associated with heavy equipment typically range from about 76 to 95 dBA at a reference distance of 25 feet from the source and from 71 to 90 dBA at a distance of 45 feet (representing the nearest sensitive receptors).

Table 14
Typical Noise Levels at Construction Sites

	Typical Level (dBA)		
Equipment	**25 Feet**	**45 Feet**	**115 Feet**
Air Compressor	87	82	74
Backhoe	86	81	73
Concrete Mixer	91	86	78
Jackhammer	94	89	81
Paver	95	90	82
Saw	76	71	63
Scraper	95	90	82
Truck	94	89	81

Source: Hanson, Towers, and Meister, May 2006.

Note: Pile drivers are not permitted onsite pursuant to the City of Beverly Hills Building and Safety Department (Ryan Gohlich, personal communication, April 2012).

The proposed use of jackhammers and saw cutters during grading would generate estimated noise levels of between 89 and 90 dBA at a distance of 45 feet and between 81 and 82 dBA at a distance of 115 feet. However, sound cloths would be installed where necessary on exterior walls during renovation of the U.S. Post Office building, which would reduce the exposure of nearby sensitive receptors to construction noise. Pursuant to the City's noise ordinance (BHMC Sections 5-1-202 and 5-1-205), a significant impact would occur if construction activities occurring on the project site would result in an increase of 5 dBA above the ambient level outside the hours permitted by the City's noise

ordinance (i.e., between the hours of 6:00 PM and 8:00 AM on weekdays, or at any time on Saturday, Sunday, or a public holiday). Further, construction work within 500 feet of a residential zone is prohibited on Saturdays. Because construction would occur during permitted hours and would employ noise-attenuating materials, it would not result in significant noise impacts on nearby sensitive receptors.

Construction Vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas most ambient noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Significant impacts occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools).

The proposed renovation of the U.S. Post Office building would have limited potential to generate vibration, as the use of heavy equipment would be limited to jackhammers, saw cutters, and loaded trucks during the grading phase the operation of heavy equipment for demolition or earth-moving. Loaded trucks bearing construction materials and soil could generate groundborne vibration on adjacent roadways. Loaded trucks traveling on N. Maple Drive would pass approximately 55 feet away from multi-family residences to the south and east of the project site. Table 15 identifies vibration velocity levels for loaded trucks and jackhammers at a reference distance of 25 feet from the source, at 45 feet from the source (representing multi-family residences south of the project site) and at 55 feet from the source (representing the distance between trucks on N. Maple Drive and multi-family residences south and east of the project site). Saw cutters are not identified as a source of vibration (Federal Railroad Administration, 2012).

Table 15
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB		
	25 Feet	45 Feet	55 Feet
Loaded Trucks	86	81	79
Jackhammers	79	74	72

Source: Federal Railroad Administration, 2012.

Based on the information presented in Table 15, vibration levels from loaded trucks could be approximately 79 VdB at the existing multi-family residences located south and east of the project site, and vibration levels from jackhammers could reach 74 VdB at the same residences to the south. As noted above, impacts would be significant if vibration levels exceeded 72 VdB during recognized sleep hours (as established by the Federal Railway Administration for places where people normally sleep). Though vibration levels may exceed 72 VdB at nearby sensitive receptors, construction activities would be limited to daytime hours between 8:00 AM to 6:00 PM Monday through Friday per BHMC Section 5-1-206. Therefore, vibration levels would not affect residential uses that are sensitive to vibration levels when sleep is disturbed. In addition, the project would not exceed vibration levels that could potentially damage nearby buildings.

Construction activity would be temporary, and the use of vibration-generating heavy equipment would be primarily limited to periodic loaded trucks. As renovation of the outer shell of the building progresses, the building itself would contain much of the construction activity, and the likelihood of utilizing heavy equipment outdoors decreases. Because vibration would be a temporary impact during construction and would not occur during normal sleep hours, impacts would be less than significant.

Operational Noise. Existing uses near the project site may periodically be subject to noises associated with operation of the proposed project, including noise that is typical of commercial development and parking garages, such as conversations; trash hauling; delivery traffic, loading and unloading; tire and engine noise from the movement of vehicles on driveways; noise associated with rooftop ventilation and heating systems; and beeping from the locking and unlocking of motor vehicles. However, this noise would be comparable to the existing and historic uses at the U.S. Post Office building.

In addition, the proposed project would generate traffic noise from vehicles traveling to and from the project site. As shown in Table 4, the proposed project would generate a net gain of approximately 280 average daily trips, 108 AM peak hour trips and 72 PM peak hour trips. Based on the peak-hour turning volumes shown in Appendix C of the Traffic Impact Analysis, the estimated net gain of 33 vehicle trips on N. Maple Drive between W. 3rd Street and Burton Way during the AM peak hour would represent an increase of 9.9% over the road segment's existing volume of 332 trips. On W. 3rd Street to the east of N. Maple Drive, the estimated net gain of 26 vehicle trips would represent an increase of 4.5% over the road segment's existing volume of 576 trips. During the PM peak hour, the proposed project would generate estimated increases of 5.5% in vehicle trips on N. Maple Drive and 3.4%on W. 3rd Street. Roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more. Therefore,

the minimal amount of traffic generated by the proposed project would not result in a perceptible increase in roadway noise.

Conclusion. The proposed project is not expected to result in a significant long-term increase in traffic noise levels, and temporary construction noise would be less than significant, based on compliance with the City's time restrictions on construction activities, contained in the City's Municipal Code. The project does not propose operational changes that would be expected to have an effect on daily on-site operational noise generated by the existing building. Therefore, noise-related impacts resulting from implementation of the proposed project would be less than significant.

C. AIR QUALITY

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant. Because the project site is located within the South Coast Air Basin and falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), this air quality analysis conforms to the methodologies recommended in SCAQMD's CEQA Air Quality Handbook (1993). The following significance thresholds have been recommended by the SCAQMD for project operations within the South Coast Air Basin:

- *55 pounds per day of ROG;*
- *55 pounds per day of NO_X;*
- *550 pounds per day of CO;*
- *150 pounds per day of PM_{10}; and*
- *55 pounds per day of $PM_{2.5}$.*

Construction-related air quality impacts are considered significant if emissions associated with construction activity would exceed adopted SCAQMD thresholds. Temporary construction emission thresholds have been recommended by the SCAQMD on a daily basis as follows:

- *75 pounds per day of ROG;*
- *100 pounds per day of NO_X;*
- *550 pounds per day of CO;*
- *150 pounds per day of PM_{10}; and*
- *55 pounds per day of $PM_{2.5}$.*

In addition to the regional air quality thresholds shown above, SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality

standard at the nearest sensitive receptor, taking into account factors such as ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation, and are not applicable to mobile sources such as cars on a roadway (SCAQMD, Final Localized Significance Threshold Methodology, June 2003). LSTs have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$. Since the majority of emissions from the proposed office and retail uses would be generated by vehicle trips on roadways, LSTs for operational emissions would not apply to the proposed project. Localized LSTs for the 1.51-acre project site were derived through a regression analysis based on the SCAQMD's LSTs for one- and two-acre project sites in SRA 2 for Northwest Coastal LA County.

Operational Emissions. Long-term operational emissions associated with the proposed project are those associated with vehicle trips (mobile emissions) and the use of natural gas, consumer products, and architectural coatings (area source emissions) upon buildout of the project. Pollutant emissions associated with the proposed project (shown in Table 16) were quantified using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, based on the proposed use and the number of associated vehicle trips generated by the project as discussed above. This analysis takes into account the removal of land uses currently existing on the project site.

Table 16
Estimated Operational Emissions

	Emissions (lbs/day)				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Emissions from Proposed Renovated Building	**12.3**	**16.8**	**66.8**	**9.8**	**2.8**
Emissions from Existing Post Office Building	**(10.6)**	**(12.7)**	**(49.9)**	**(7.7)**	**(2.2)**
Net New Emissions	**1.7**	**4.1**	**16.9**	**2.1**	**0.6**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*50*
Exceed Thresholds?	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod v. 2013.2.2
( ) denotes reduction
Note: Please see Appendix B for complete modeling results. For a conservative estimate of project emissions, construction and operational emissions were modeled and reported for the maximum day during the winter, since emission estimates are typically higher in the winter months compared to the summer months. Winter emission estimates are then compared to the SCAQMD thresholds measured in pounds-per-day. The annual emissions listed in the tables in Appendix B show the average annual emissions in terms of metric tons per year. These estimates are used for analysis of greenhouse gas emissions impacts, since the greenhouse gas emission thresholds are based on metric tons per year.

As shown in Table 16, the emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds and would not significantly affect regional air quality. Therefore, the impact is less than significant for the proposed project.

Construction Emissions. Development of the proposed project would involve deconstruction and removal of existing building materials, site grading, excavation, renovation, and other construction-related activities that have the potential to generate substantial air pollutant emissions. Temporary construction emissions from these activities were estimated using CalEEMod. In contrast to the methodology for operational emissions, construction emissions were estimated based on the gross amount of proposed new floor area. The removal of existing building materials was modeled as a building construction phase instead of as a demolition phase because the use of equipment during this time would closely match CalEEMod's assumptions for building construction. Furthermore, the Post Office building would be renovated rather than demolished and rebuilt.

Table 17 shows the maximum daily construction emissions, assuming the proposed use of architectural coatings that have low ROG emissions on all interior and exterior surfaces, as well as watering of exposed areas three times per day in compliance with SCAQMD's Rule 403. As indicated in Table 17, emissions from construction activities would not exceed SCAQMD daily significance thresholds. Therefore, construction activities would not result in significant construction-related air quality impacts.

Table 17
Estimated Construction Emissions

	Emissions (lbs/day)				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	56.7	26.9	27.8	3.8	2.5
SCAQMD Threshold	*75*	*100*	*550*	*150*	*55*
Exceed SCAQMD Threshold?	***No***	***No***	***No***	***No***	***No***
Localized Significance Thresholds[1]	*N/A*	*125*	*695*	*5*	*4*
Exceed LST?	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod v. 2013.2.2
[1] Allowable emissions (lbs/day) as a function of receptor distance (25 meters) from site boundary, as derived from a regression analysis on the LSTs for one- and two-acre sites in Source Receptor Area 2: Northwest Coastal LA County. Source: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds
Note: Please see Appendix B for complete modeling results. For a conservative estimate of project emissions, construction and operational emissions were modeled and reported for the maximum day during the winter, since emission estimates are typically higher in the winter months compared to the summer months. Winter emission estimates are then compared to the SCAQMD thresholds measured in pounds-per-day.

Conclusion. The proposed project would not generate significant air quality impacts. Additionally, as discussed in the Traffic section, this project would not result in significant increases in traffic at intersections. Thus, the project would not require analysis for CO hotspots, based on the recommendations contained in Caltrans' Transportation Project CO Protocol Manual.

D. GREENHOUSE GAS EMISSIONS

Climate Change and Greenhouse Gases. Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the "greenhouse effect," which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature.

GHGs occur naturally and from human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. Greenhouse gases produced by human activities include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36%, 148%, and 18% respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons carbon dioxide equivalent (CO_2E) per year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not yet adopted, the SCAQMD has a recommended tiered GHG significance threshold (SCAQMD, 2010). Under Tier 2, proposed projects would be less than significant if the project is consistent with an approved GHG reduction plan. Tier 3 includes screening level quantitative thresholds. As the City of Beverly Hills does not have an adopted GHG reduction plan or Climate Action Plan, the proposed project was compared to Tier 3 quantitative thresholds. SCAQMD has a recommended Tier 3 screening level quantitative threshold for all land use types of 3,000 metric tons CO_2E /year.

Proposed Project GHG Emissions. GHG emissions associated with the proposed project were estimated using CalEEMod. The analysis focuses on CO_2, N_2O, and CH_4 as

these are the GHG emissions that onsite development would generate in the largest quantities. Emissions of fluorinated gases, such as HFCs, PFCs, and SF_6 would not be significant since fluorinated gases are primarily associated with industrial processes. Complete CalEEMod results and assumptions can be viewed in Appendix B.

*Construction Emissions***.** Based on the CalEEMod results, construction activity for the project would generate an estimated 437 metric tons CO_2E (as shown in Table 18) during construction. Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate an estimated 16 metric tons CO_2E per year. Emissions from construction are amortized for the purpose of comparison with annual operational emissions over the estimated 30-year life of the project.

Table 18
Estimated Construction Emissions of Greenhouse Gases

	Construction Emissions (CO_2E)
Total Emissions	437 metric tons
Amortized over 30 years	16 metric tons per year

Source: CalEEMod, 2013.2.2. See Appendix B for GHG emission worksheets and assumptions.

Operational Indirect, Stationary Direct, and Mobile Emissions. Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation. Each of these sources is discussed below.

Area Source Emissions. Area emissions include consumer product use, the reapplication of architectural coatings, and landscape maintenance equipment. As shown in Table 19, area emissions are estimated at less than one metric ton CO_2E per year.

Energy Use. Operation of the proposed project would consume both electricity and natural gas. Project operation would consume an estimated 2,288,667 kilowatt-hours [kWh] of electricity and 974,225 kBTU of natural gas per year (refer to Appendix B). The generation of electricity used by the project would occur at offsite power plants, much of which would be generated by the combustion of fossil fuels that yields CO_2, and to a smaller extent N_2O and CH_4. As discussed above, annual electricity and natural gas emissions was calculated using CalEEMod, which has developed emission factors, based on the mix of fossil-fueled generation plants, hydroelectric power generation, nuclear power generation, and alternative energy sources associated with the regional grid. Electricity consumption associated with the project would generate approximately 658 metric tons CO_2E per year. Natural gas use would generate approximately 52 metric tons CO_2E per year. Thus, overall energy use from the proposed project would generate an estimated 710 metric tons CO_2E per year.

Solid Waste. The CalEEMod output for greenhouse gas emissions from solid waste relies on current waste disposal rates provided by CalRecycle. Solid waste associated with the project would generate an estimated 58 metric tons of CO_2E per year.

Water Use. Based on the amount of electricity generated in order to supply and convey water for the proposed project, the project would generate an estimated 113 metric tons of CO_2E per year.

Transportation. Mobile source GHG emissions were estimated using the average daily trips for the proposed project (see the Traffic section above) and based on the total vehicle miles traveled (VMT) estimated in CalEEMod. The proposed project would generate about 4.0 million annual VMT. The project would emit an estimated 1,820 metric tons of CO_2E per year from mobile sources.

Combined Construction, Stationary and Mobile Source Emissions. Table 19 combines the construction, operational, and mobile GHG emissions associated with development of the proposed project, and subtracts operational and mobile emissions associated with existing development on the project site.

For the proposed project, the combined annual net emissions are estimated at 543 metric tons CO_2E per year. Thus, GHG emissions associated with the proposed project would not exceed the 3,000 metric tons CO2E per year threshold of significance, and impacts on climate change from GHG emissions would be less than significant.

Table 19
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (Metric Tons CO_2E)
Proposed Project	
Project Construction	16
Project Operational *Area* *Energy* *Solid Waste* *Water*	 <0.1 710 58 113
Project Mobile	1,820
Project Subtotal	***2,717***
Existing Uses	
Existing Operational *Area* *Energy* *Solid Waste* *Water*	 <0.1 442 51 72
Existing Mobile	1,609
Existing Conditions Subtotal	***2,174***
Total Emissions from Proposed Project (Project - Existing)	**543 metric tons CO_2E**

Source: Tables 2.1, 2.2 and 4.2 in CalEEMod annual worksheets, see Appendix B for calculations and for GHG emission factor assumptions.
( ) denotes subtraction

Conclusion. The proposed project is not expected to generate GHG emissions that would result in a significant impact.

E. WATER QUALITY

Urban runoff can have a variety of deleterious effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms, and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water.

Currently, the project site is almost entirely covered with impervious surfaces, although small foundation plantings are located along N. Maple Drive and W. 3rd Street. Stormwater runoff currently enters storm drains on N. Maple Drive and W. 3rd Street and flows to existing City drainage facilities. Neither the permeability nor the hydrology of the site would substantially change with project implementation, as the amount of impervious surfaces with the proposed project would be comparable to existing conditions.

As construction would involve grading, including the export of 250 to 350 cubic yards of soil and the import of 400 cubic yards of soil, on a site at least one acre in size, the applicant would be required to submit a Local Stormwater Pollution Prevention Plan (LSWPPP) to the City of Beverly Hills Public Works Department for review and approval. The proposed project would be required to comply with the current National Pollutant Discharge Elimination System (NPDES) MS4 Permit during construction and operation of the project. The applicant would be required to control pollutant discharge by utilizing Best Management Practices (BMPs) such as the Best Available Technology Economically Achievable (BAT) and the Best Conventional Pollutant Control Technology (BCT) in order to avoid discharging pollutants into waterways. BMPs would be required during general operation of the project to ensure that storm water runoff meets the established water quality standards and waste discharge requirements. Required compliance with LSWPPP and NPDES requirements would reduce the potential for adverse water quality and hydrology effects. Development of the proposed project would not result in a reduction in groundwater recharge or otherwise affect the underlying groundwater basin; would not result in additional stormwater runoff; and would not degrade the quality of stormwater runoff from the site.

Conclusion. The proposed project would not adversely affect underground aquifers, drainage patterns, or surface water quality. Impacts related to water quality would be less than significant.

Criterion (e) *The site can be adequately served by all required utilities and public services.*

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not

be anticipated with implementation of the proposed project. The City of Beverly Hills provides water, sewer, and solid waste collection services to the existing post office building and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers. Thus, the project meets this criterion for exemption.

Historic Resources. State CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource." The existing building is less than 40 years old, and having been built in 1990 is not identified as a potential historic resource in the City's 1985-1986 Beverly Hills Historic Resources Survey. The building is not known to be associated with events that have made a significant contribution to California's history and cultural heritage nor with the lives of persons who have historic importance. The building also does not embody the distinctive work of an important creative individual or possess high artistic values; Dworsky Associates, which designed the building, is not on the City's List of Local Master Architects. Moreover, the building is not likely to yield information important in prehistory or history. Therefore, it is ineligible for listing on the National Register of Historic Places or the California Register of Historical Resources, or for designation as a City landmark. The proposed project would not result in a substantial adverse change in the significance of a historic resource.

5. SUMMARY

Based on this analysis, the proposed 325 N. Maple Drive Renovation Project meets all criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *State CEQA Guidelines*.

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Appendix A

Noise Measurement Results

Noise measurement 1 -- N. Maple Drive

Address	Time	Measurment Time	LAeq	LAE	LAmax	LAmin	LA10
1	########	0:15:00	63	92.5	78.7	48	66.3
2	########	0:02:52	64.6	87	83	53.1	65.5

LA33	LA50	LA90	LA95	Lppeak	Over	Under	Pause
61.6	59	51.9	50.7	107.8	-	-	-
62	60.3	55.3	54.6	107.8	-	-	-

Noise measurement 2 -- W. 3rd Street

Address	Time	Measurme	LAeq	LAE	LAmax	LAmin	LA10
1	########	0:15:00	61.5	91	82.1	47.2	64.3
2	########	0:00:02	63	66	65.9	57.6	65.7

LA33	LA50	LA90	LA95	Lppeak	Over	Under	Pause
59.7	57.3	52.3	51.2	99.5	-	-	-
64	63.4	58.9	58.4	84.5	-	-	-

Appendix B

Air Quality and Greenhouse Gas
Emission Modeling Results

Emission Modeling Results for Existing Land Uses

325 N. Maple Drive Renovation - existing operations

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Free-Standing Discount Store	14.00	1000sqft	0.07	14,000.00	0
Unrefrigerated Warehouse-No Rail	56.00	1000sqft	0.29	56,000.00	0
Enclosed Parking with Elevator	158.70	1000sqft	0.83	158,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage of existing land uses estimated based on share of floor area and 80% building coverage of site.

Vehicle Trips - Daily trip rates from Fehr & Peers traffic study used: 42.29 trips for Post Office retail, 10.07 trips for Post Office distrib center.

Construction Phase - Construction is not applicable to this CalEEMod scenario.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.32	0.07
tblLandUse	LotAcreage	1.29	0.29
tblLandUse	LotAcreage	3.64	0.83
tblProjectCharacteristics	OperationalYear	2014	2016
tblVehicleTrips	ST_TR	71.07	42.29
tblVehicleTrips	ST_TR	2.59	10.07
tblVehicleTrips	SU_TR	56.36	42.29
tblVehicleTrips	SU_TR	2.59	10.07
tblVehicleTrips	WD_TR	57.24	42.29
tblVehicleTrips	WD_TR	2.59	10.07

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	530.4688	28.3387	25.4754	0.0431	5.8890	1.7459	7.2883	2.9774	1.6340	4.2648	0.0000	3,957.0236	3,957.0236	0.6375	0.0000	3,970.4109
Total	**530.4688**	**28.3387**	**25.4754**	**0.0431**	**5.8890**	**1.7459**	**7.2883**	**2.9774**	**1.6340**	**4.2648**	**0.0000**	**3,957.0236**	**3,957.0236**	**0.6375**	**0.0000**	**3,970.4109**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	530.4688	28.3387	25.4754	0.0431	5.8890	1.7459	7.2883	2.9774	1.6340	4.2648	0.0000	3,957.0236	3,957.0236	0.6375	0.0000	3,970.4109
Total	**530.4688**	**28.3387**	**25.4754**	**0.0431**	**5.8890**	**1.7459**	**7.2883**	**2.9774**	**1.6340**	**4.2648**	**0.0000**	**3,957.0236**	**3,957.0236**	**0.6375**	**0.0000**	**3,970.4109**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9827	2.3000e-004	0.0240	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0501	0.0501	1.4000e-004		0.0530
Energy	2.2100e-003	0.0201	0.0169	1.2000e-004		1.5300e-003	1.5300e-003		1.5300e-003	1.5300e-003		24.0967	24.0967	4.6000e-004	4.4000e-004	24.2433
Mobile	4.5866	12.6365	49.8601	0.1091	7.4897	0.1755	7.6652	2.0026	0.1614	2.1639		9,622.3554	9,622.3554	0.4195		9,631.1640
Total	**10.5715**	**12.6568**	**49.9009**	**0.1092**	**7.4897**	**0.1771**	**7.6669**	**2.0026**	**0.1630**	**2.1656**		**9,646.5021**	**9,646.5021**	**0.4201**	**4.4000e-004**	**9,655.4604**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9827	2.3000e-004	0.0240	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0501	0.0501	1.4000e-004		0.0530
Energy	2.2100e-003	0.0201	0.0169	1.2000e-004		1.5300e-003	1.5300e-003		1.5300e-003	1.5300e-003		24.0967	24.0967	4.6000e-004	4.4000e-004	24.2433
Mobile	4.5866	12.6365	49.8601	0.1091	7.4897	0.1755	7.6652	2.0026	0.1614	2.1639		9,622.3554	9,622.3554	0.4195		9,631.1640
Total	**10.5715**	**12.6568**	**49.9009**	**0.1092**	**7.4897**	**0.1771**	**7.6669**	**2.0026**	**0.1630**	**2.1656**		**9,646.5021**	**9,646.5021**	**0.4201**	**4.4000e-004**	**9,655.4604**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	2/5/2016	5	4	
4	Building Construction	Building Construction	2/6/2016	11/11/2016	5	200	
5	Paving	Paving	11/12/2016	11/25/2016	5	10	
6	Architectural Coating	Architectural Coating	11/26/2016	12/9/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 343,050; Non-Residential Outdoor: 114,350 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	95.00	37.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9066	28.2579	21.4980	0.0245		1.7445	1.7445		1.6328	1.6328		2,487.1296	2,487.1296	0.6288		2,500.3343
Total	**2.9066**	**28.2579**	**21.4980**	**0.0245**		**1.7445**	**1.7445**		**1.6328**	**1.6328**		**2,487.1296**	**2,487.1296**	**0.6288**		**2,500.3343**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0808	0.8468	1.7800e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2600e-003	0.0398		150.8040	150.8040	8.7000e-003		150.9867
Total	**0.0602**	**0.0808**	**0.8468**	**1.7800e-003**	**0.1453**	**1.3700e-003**	**0.1467**	**0.0385**	**1.2600e-003**	**0.0398**		**150.8040**	**150.8040**	**8.7000e-003**		**150.9867**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9066	28.2579	21.4980	0.0245		1.7445	1.7445		1.6328	1.6328	0.0000	2,487.1296	2,487.1296	0.6288		2,500.3343
Total	**2.9066**	**28.2579**	**21.4980**	**0.0245**		**1.7445**	**1.7445**		**1.6328**	**1.6328**	**0.0000**	**2,487.1296**	**2,487.1296**	**0.6288**		**2,500.3343**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0808	0.8468	1.7800e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2600e-003	0.0398		150.8040	150.8040	8.7000e-003		150.9867
Total	**0.0602**	**0.0808**	**0.8468**	**1.7800e-003**	**0.1453**	**1.3700e-003**	**0.1467**	**0.0385**	**1.2600e-003**	**0.0398**		**150.8040**	**150.8040**	**8.7000e-003**		**150.9867**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866		1,781.0872	1,781.0872	0.5372		1,792.3693
Total	**2.4428**	**25.7718**	**16.5144**	**0.0171**	**5.7996**	**1.3985**	**7.1981**	**2.9537**	**1.2866**	**4.2403**		**1,781.0872**	**1,781.0872**	**0.5372**		**1,792.3693**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0497	0.5211	1.1000e-003	0.0894	8.5000e-004	0.0903	0.0237	7.8000e-004	0.0245		92.8025	92.8025	5.3500e-003		92.9149
Total	**0.0371**	**0.0497**	**0.5211**	**1.1000e-003**	**0.0894**	**8.5000e-004**	**0.0903**	**0.0237**	**7.8000e-004**	**0.0245**		**92.8025**	**92.8025**	**5.3500e-003**		**92.9149**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866	0.0000	1,781.0872	1,781.0872	0.5372		1,792.3693
Total	**2.4428**	**25.7718**	**16.5144**	**0.0171**	**5.7996**	**1.3985**	**7.1981**	**2.9537**	**1.2866**	**4.2403**	**0.0000**	**1,781.0872**	**1,781.0872**	**0.5372**		**1,792.3693**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0497	0.5211	1.1000e-003	0.0894	8.5000e-004	0.0903	0.0237	7.8000e-004	0.0245		92.8025	92.8025	5.3500e-003		92.9149
Total	**0.0371**	**0.0497**	**0.5211**	**1.1000e-003**	**0.0894**	**8.5000e-004**	**0.0903**	**0.0237**	**7.8000e-004**	**0.0245**		**92.8025**	**92.8025**	**5.3500e-003**		**92.9149**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141		1.1407	1.1407		1.0494	1.0494		1,462.8468	1,462.8468	0.4413		1,472.1130
Total	**1.9908**	**21.0361**	**13.6704**	**0.0141**	**4.9143**	**1.1407**	**6.0549**	**2.5256**	**1.0494**	**3.5750**		**1,462.8468**	**1,462.8468**	**0.4413**		**1,472.1130**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0497	0.5211	1.1000e-003	0.0894	8.5000e-004	0.0903	0.0237	7.8000e-004	0.0245		92.8025	92.8025	5.3500e-003		92.9149
Total	**0.0371**	**0.0497**	**0.5211**	**1.1000e-003**	**0.0894**	**8.5000e-004**	**0.0903**	**0.0237**	**7.8000e-004**	**0.0245**		**92.8025**	**92.8025**	**5.3500e-003**		**92.9149**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141		1.1407	1.1407		1.0494	1.0494	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130
Total	**1.9908**	**21.0361**	**13.6704**	**0.0141**	**4.9143**	**1.1407**	**6.0549**	**2.5256**	**1.0494**	**3.5750**	**0.0000**	**1,462.8468**	**1,462.8468**	**0.4413**		**1,472.1130**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0497	0.5211	1.1000e-003	0.0894	8.5000e-004	0.0903	0.0237	7.8000e-004	0.0245		92.8025	92.8025	5.3500e-003		92.9149
Total	**0.0371**	**0.0497**	**0.5211**	**1.1000e-003**	**0.0894**	**8.5000e-004**	**0.0903**	**0.0237**	**7.8000e-004**	**0.0245**		**92.8025**	**92.8025**	**5.3500e-003**		**92.9149**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2,046.9432	2,046.9432	0.4499		2,056.3913
Total	**3.2915**	**20.5459**	**14.7074**	**0.0220**		**1.3656**	**1.3656**		**1.3176**	**1.3176**		**2,046.9432**	**2,046.9432**	**0.4499**		**2,056.3913**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3439	3.3191	4.5799	8.0700e-003	0.2308	0.0512	0.2819	0.0657	0.0470	0.1127		808.0508	808.0508	6.1500e-003		808.1800
Worker	0.4402	0.5905	6.1880	0.0130	1.0619	0.0100	1.0719	0.2816	9.2300e-003	0.2908		1,102.0296	1,102.0296	0.0636		1,103.3643
Total	**0.7841**	**3.9096**	**10.7680**	**0.0211**	**1.2926**	**0.0612**	**1.3538**	**0.3473**	**0.0563**	**0.4035**		**1,910.0804**	**1,910.0804**	**0.0697**		**1,911.5443**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2,046.9432	2,046.9432	0.4499		2,056.3913
Total	**3.2915**	**20.5459**	**14.7074**	**0.0220**		**1.3656**	**1.3656**		**1.3176**	**1.3176**	**0.0000**	**2,046.9432**	**2,046.9432**	**0.4499**		**2,056.3913**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3439	3.3191	4.5799	8.0700e-003	0.2308	0.0512	0.2819	0.0657	0.0470	0.1127		808.0508	808.0508	6.1500e-003		808.1800
Worker	0.4402	0.5905	6.1880	0.0130	1.0619	0.0100	1.0719	0.2816	9.2300e-003	0.2908		1,102.0296	1,102.0296	0.0636		1,103.3643
Total	**0.7841**	**3.9096**	**10.7680**	**0.0211**	**1.2926**	**0.0612**	**1.3538**	**0.3473**	**0.0563**	**0.4035**		**1,910.0804**	**1,910.0804**	**0.0697**		**1,911.5443**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438		1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2872**	**13.2076**	**9.0880**	**0.0133**		**0.8075**	**0.8075**		**0.7438**	**0.7438**		**1,368.4366**	**1,368.4366**	**0.4053**		**1,376.9473**

3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0808	0.8468	1.7800e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2600e-003	0.0398		150.8040	150.8040	8.7000e-003		150.9867
Total	**0.0602**	**0.0808**	**0.8468**	**1.7800e-003**	**0.1453**	**1.3700e-003**	**0.1467**	**0.0385**	**1.2600e-003**	**0.0398**		**150.8040**	**150.8040**	**8.7000e-003**		**150.9867**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438	0.0000	1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2872**	**13.2076**	**9.0880**	**0.0133**		**0.8075**	**0.8075**		**0.7438**	**0.7438**	**0.0000**	**1,368.4366**	**1,368.4366**	**0.4053**		**1,376.9473**

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0808	0.8468	1.7800e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2600e-003	0.0398		150.8040	150.8040	8.7000e-003		150.9867
Total	**0.0602**	**0.0808**	**0.8468**	**1.7800e-003**	**0.1453**	**1.3700e-003**	**0.1467**	**0.0385**	**1.2600e-003**	**0.0398**		**150.8040**	**150.8040**	**8.7000e-003**		**150.9867**

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	530.0123					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**530.3807**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0880	0.1181	1.2376	2.6100e-003	0.2124	2.0100e-003	0.2144	0.0563	1.8500e-003	0.0582		220.4059	220.4059	0.0127		220.6729
Total	**0.0880**	**0.1181**	**1.2376**	**2.6100e-003**	**0.2124**	**2.0100e-003**	**0.2144**	**0.0563**	**1.8500e-003**	**0.0582**		**220.4059**	**220.4059**	**0.0127**		**220.6729**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	530.0123					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**530.3807**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0880	0.1181	1.2376	2.6100e-003	0.2124	2.0100e-003	0.2144	0.0563	1.8500e-003	0.0582		220.4059	220.4059	0.0127		220.6729
Total	**0.0880**	**0.1181**	**1.2376**	**2.6100e-003**	**0.2124**	**2.0100e-003**	**0.2144**	**0.0563**	**1.8500e-003**	**0.0582**		**220.4059**	**220.4059**	**0.0127**		**220.6729**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.5866	12.6365	49.8601	0.1091	7.4897	0.1755	7.6652	2.0026	0.1614	2.1639		9,622.3554	9,622.3554	0.4195		9,631.1640
Unmitigated	4.5866	12.6365	49.8601	0.1091	7.4897	0.1755	7.6652	2.0026	0.1614	2.1639		9,622.3554	9,622.3554	0.4195		9,631.1640

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Free-Standing Discount Store	592.06	592.06	592.06	1,111,127	1,111,127
Unrefrigerated Warehouse-No Rail	563.92	563.92	563.92	2,416,801	2,416,801
Total	1,155.98	1,155.98	1,155.98	3,527,929	3,527,929

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.2100e-003	0.0201	0.0169	1.2000e-004		1.5300e-003	1.5300e-003		1.5300e-003	1.5300e-003		24.0967	24.0967	4.6000e-004	4.4000e-004	24.2433
NaturalGas Unmitigated	2.2100e-003	0.0201	0.0169	1.2000e-004		1.5300e-003	1.5300e-003		1.5300e-003	1.5300e-003		24.0967	24.0967	4.6000e-004	4.4000e-004	24.2433

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Free-Standing Discount Store	65.2055	7.0000e-004	6.3900e-003	5.3700e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.6712	7.6712	1.5000e-004	1.4000e-004	7.7179
Unrefrigerated Warehouse-No Rail	139.616	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.4255	16.4255	3.1000e-004	3.0000e-004	16.5254
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.2100e-003**	**0.0201**	**0.0169**	**1.2000e-004**		**1.5300e-003**	**1.5300e-003**		**1.5300e-003**	**1.5300e-003**		**24.0967**	**24.0967**	**4.6000e-004**	**4.4000e-004**	**24.2434**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Free-Standing Discount Store	0.0652055	7.0000e-004	6.3900e-003	5.3700e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.6712	7.6712	1.5000e-004	1.4000e-004	7.7179
Unrefrigerated Warehouse-No Rail	0.139616	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.4255	16.4255	3.1000e-004	3.0000e-004	16.5254
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.2100e-003**	**0.0201**	**0.0169**	**1.2000e-004**		**1.5300e-003**	**1.5300e-003**		**1.5300e-003**	**1.5300e-003**		**24.0967**	**24.0967**	**4.6000e-004**	**4.4000e-004**	**24.2434**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.9827	2.3000e-004	0.0240	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0501	0.0501	1.4000e-004		0.0530
Unmitigated	5.9827	2.3000e-004	0.0240	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0501	0.0501	1.4000e-004		0.0530

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4521					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5283					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3300e-003	2.3000e-004	0.0240	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0501	0.0501	1.4000e-004		0.0530
Total	**5.9827**	**2.3000e-004**	**0.0240**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**		**0.0501**	**0.0501**	**1.4000e-004**		**0.0530**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4521					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5283					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3300e-003	2.3000e-004	0.0240	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0501	0.0501	1.4000e-004		0.0530
Total	**5.9827**	**2.3000e-004**	**0.0240**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**		**0.0501**	**0.0501**	**1.4000e-004**		**0.0530**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

325 N. Maple Drive Renovation - existing operations

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Free-Standing Discount Store	14.00	1000sqft	0.07	14,000.00	0
Unrefrigerated Warehouse-No Rail	56.00	1000sqft	0.29	56,000.00	0
Enclosed Parking with Elevator	158.70	1000sqft	0.83	158,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage of existing land uses estimated based on share of floor area and 80% building coverage of site.

Vehicle Trips - Daily trip rates from Fehr & Peers traffic study used: 42.29 trips for Post Office retail, 10.07 trips for Post Office distrib center.

Construction Phase - Construction is not applicable to this CalEEMod scenario.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.32	0.07
tblLandUse	LotAcreage	1.29	0.29
tblLandUse	LotAcreage	3.64	0.83
tblProjectCharacteristics	OperationalYear	2014	2016
tblVehicleTrips	ST_TR	71.07	42.29
tblVehicleTrips	ST_TR	2.59	10.07
tblVehicleTrips	SU_TR	56.36	42.29
tblVehicleTrips	SU_TR	2.59	10.07
tblVehicleTrips	WD_TR	57.24	42.29
tblVehicleTrips	WD_TR	2.59	10.07

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	3.0991	2.8840	2.8769	4.7500e-003	0.1459	0.1688	0.3147	0.0430	0.1618	0.2048	0.0000	398.6123	398.6123	0.0563	0.0000	399.7946
Total	**3.0991**	**2.8840**	**2.8769**	**4.7500e-003**	**0.1459**	**0.1688**	**0.3147**	**0.0430**	**0.1618**	**0.2048**	**0.0000**	**398.6123**	**398.6123**	**0.0563**	**0.0000**	**399.7946**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	3.0991	2.8840	2.8769	4.7500e-003	0.1459	0.1688	0.3147	0.0430	0.1618	0.2048	0.0000	398.6120	398.6120	0.0563	0.0000	399.7944
Total	**3.0991**	**2.8840**	**2.8769**	**4.7500e-003**	**0.1459**	**0.1688**	**0.3147**	**0.0430**	**0.1618**	**0.2048**	**0.0000**	**398.6120**	**398.6120**	**0.0563**	**0.0000**	**399.7944**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0917	3.0000e-005	2.9900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6800e-003	5.6800e-003	2.0000e-005	0.0000	6.0100e-003
Energy	4.0000e-004	3.6600e-003	3.0800e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	440.7311	440.7311	0.0202	4.2300e-003	442.4646
Mobile	0.7916	2.3438	9.1109	0.0201	1.3368	0.0318	1.3686	0.3580	0.0293	0.3873	0.0000	1,607.0711	1,607.0711	0.0691	0.0000	1,608.5231
Waste						0.0000	0.0000		0.0000	0.0000	22.9075	0.0000	22.9075	1.3538	0.0000	51.3373
Water						0.0000	0.0000		0.0000	0.0000	4.4374	54.1389	58.5763	0.4583	0.0113	71.6954
Total	**1.8837**	**2.3475**	**9.1170**	**0.0201**	**1.3368**	**0.0321**	**1.3689**	**0.3580**	**0.0296**	**0.3876**	**27.3450**	**2,101.9467**	**2,129.2917**	**1.9014**	**0.0155**	**2,174.0263**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0917	3.0000e-005	2.9900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6800e-003	5.6800e-003	2.0000e-005	0.0000	6.0100e-003
Energy	4.0000e-004	3.6600e-003	3.0800e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	440.7311	440.7311	0.0202	4.2300e-003	442.4646
Mobile	0.7916	2.3438	9.1109	0.0201	1.3368	0.0318	1.3686	0.3580	0.0293	0.3873	0.0000	1,607.0711	1,607.0711	0.0691	0.0000	1,608.5231
Waste						0.0000	0.0000		0.0000	0.0000	22.9075	0.0000	22.9075	1.3538	0.0000	51.3373
Water						0.0000	0.0000		0.0000	0.0000	4.4374	54.1389	58.5763	0.4582	0.0113	71.6883
Total	**1.8837**	**2.3475**	**9.1170**	**0.0201**	**1.3368**	**0.0321**	**1.3689**	**0.3580**	**0.0296**	**0.3876**	**27.3450**	**2,101.9467**	**2,129.2917**	**1.9013**	**0.0155**	**2,174.0192**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.13**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	2/5/2016	5	4	
4	Building Construction	Building Construction	2/6/2016	11/11/2016	5	200	
5	Paving	Paving	11/12/2016	11/25/2016	5	10	
6	Architectural Coating	Architectural Coating	11/26/2016	12/9/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 343,050; Non-Residential Outdoor: 114,350 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	95.00	37.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.2826	0.2150	2.4000e-004		0.0175	0.0175		0.0163	0.0163	0.0000	22.5629	22.5629	5.7000e-003	0.0000	22.6827
Total	**0.0291**	**0.2826**	**0.2150**	**2.4000e-004**		**0.0175**	**0.0175**		**0.0163**	**0.0163**	**0.0000**	**22.5629**	**22.5629**	**5.7000e-003**	**0.0000**	**22.6827**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	8.3000e-004	8.6500e-003	2.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3901	1.3901	8.0000e-005	0.0000	1.3917
Total	**5.7000e-004**	**8.3000e-004**	**8.6500e-003**	**2.0000e-005**	**1.4200e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.3901**	**1.3901**	**8.0000e-005**	**0.0000**	**1.3917**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.2826	0.2150	2.4000e-004		0.0175	0.0175		0.0163	0.0163	0.0000	22.5628	22.5628	5.7000e-003	0.0000	22.6826
Total	**0.0291**	**0.2826**	**0.2150**	**2.4000e-004**		**0.0175**	**0.0175**		**0.0163**	**0.0163**	**0.0000**	**22.5628**	**22.5628**	**5.7000e-003**	**0.0000**	**22.6826**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	8.3000e-004	8.6500e-003	2.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3901	1.3901	8.0000e-005	0.0000	1.3917
Total	**5.7000e-004**	**8.3000e-004**	**8.6500e-003**	**2.0000e-005**	**1.4200e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.3901**	**1.3901**	**8.0000e-005**	**0.0000**	**1.3917**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	5.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0855	0.0855	0.0000	0.0000	0.0856
Total	**3.0000e-005**	**5.0000e-005**	**5.3000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0855**	**0.0855**	**0.0000**	**0.0000**	**0.0856**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	5.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0855	0.0855	0.0000	0.0000	0.0856
Total	**3.0000e-005**	**5.0000e-005**	**5.3000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0855**	**0.0855**	**0.0000**	**0.0000**	**0.0856**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003		2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	**3.9800e-003**	**0.0421**	**0.0273**	**3.0000e-005**	**9.8300e-003**	**2.2800e-003**	**0.0121**	**5.0500e-003**	**2.1000e-003**	**7.1500e-003**	**0.0000**	**2.6541**	**2.6541**	**8.0000e-004**	**0.0000**	**2.6710**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	1.0000e-004	1.0600e-003	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1711	0.1711	1.0000e-005	0.0000	0.1713
Total	**7.0000e-005**	**1.0000e-004**	**1.0600e-003**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1711**	**0.1711**	**1.0000e-005**	**0.0000**	**0.1713**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003		2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	**3.9800e-003**	**0.0421**	**0.0273**	**3.0000e-005**	**9.8300e-003**	**2.2800e-003**	**0.0121**	**5.0500e-003**	**2.1000e-003**	**7.1500e-003**	**0.0000**	**2.6541**	**2.6541**	**8.0000e-004**	**0.0000**	**2.6710**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	1.0000e-004	1.0600e-003	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1711	0.1711	1.0000e-005	0.0000	0.1713
Total	**7.0000e-005**	**1.0000e-004**	**1.0600e-003**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1711**	**0.1711**	**1.0000e-005**	**0.0000**	**0.1713**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6956	185.6956	0.0408	0.0000	186.5527
Total	**0.3292**	**2.0546**	**1.4707**	**2.2000e-003**		**0.1366**	**0.1366**		**0.1318**	**0.1318**	**0.0000**	**185.6956**	**185.6956**	**0.0408**	**0.0000**	**186.5527**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0333	0.3385	0.4397	8.1000e-004	0.0227	5.0800e-003	0.0278	6.4700e-003	4.6800e-003	0.0112	0.0000	73.6611	73.6611	5.5000e-004	0.0000	73.6726
Worker	0.0415	0.0606	0.6319	1.3200e-003	0.1041	1.0000e-003	0.1051	0.0277	9.2000e-004	0.0286	0.0000	101.5815	101.5815	5.7700e-003	0.0000	101.7026
Total	**0.0748**	**0.3991**	**1.0716**	**2.1300e-003**	**0.1268**	**6.0800e-003**	**0.1329**	**0.0341**	**5.6000e-003**	**0.0397**	**0.0000**	**175.2427**	**175.2427**	**6.3200e-003**	**0.0000**	**175.3753**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6954	185.6954	0.0408	0.0000	186.5525
Total	**0.3292**	**2.0546**	**1.4707**	**2.2000e-003**		**0.1366**	**0.1366**		**0.1318**	**0.1318**	**0.0000**	**185.6954**	**185.6954**	**0.0408**	**0.0000**	**186.5525**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0333	0.3385	0.4397	8.1000e-004	0.0227	5.0800e-003	0.0278	6.4700e-003	4.6800e-003	0.0112	0.0000	73.6611	73.6611	5.5000e-004	0.0000	73.6726
Worker	0.0415	0.0606	0.6319	1.3200e-003	0.1041	1.0000e-003	0.1051	0.0277	9.2000e-004	0.0286	0.0000	101.5815	101.5815	5.7700e-003	0.0000	101.7026
Total	**0.0748**	**0.3991**	**1.0716**	**2.1300e-003**	**0.1268**	**6.0800e-003**	**0.1329**	**0.0341**	**5.6000e-003**	**0.0397**	**0.0000**	**175.2427**	**175.2427**	**6.3200e-003**	**0.0000**	**175.3753**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	4.1000e-004	4.3200e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6950	0.6950	4.0000e-005	0.0000	0.6959
Total	**2.8000e-004**	**4.1000e-004**	**4.3200e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6950**	**0.6950**	**4.0000e-005**	**0.0000**	**0.6959**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	4.1000e-004	4.3200e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6950	0.6950	4.0000e-005	0.0000	0.6959
Total	**2.8000e-004**	**4.1000e-004**	**4.3200e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6950**	**0.6950**	**4.0000e-005**	**0.0000**	**0.6959**

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.6501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
Total	**2.6519**	**0.0119**	**9.4200e-003**	**1.0000e-005**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.5000e-004**	**0.0000**	**1.2798**

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.1000e-004	6.3200e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0158	1.0158	6.0000e-005	0.0000	1.0170
Total	**4.1000e-004**	**6.1000e-004**	**6.3200e-003**	**1.0000e-005**	**1.0400e-003**	**1.0000e-005**	**1.0500e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**1.0158**	**1.0158**	**6.0000e-005**	**0.0000**	**1.0170**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.6501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
Total	**2.6519**	**0.0119**	**9.4200e-003**	**1.0000e-005**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.5000e-004**	**0.0000**	**1.2798**

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.1000e-004	6.3200e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0158	1.0158	6.0000e-005	0.0000	1.0170
Total	**4.1000e-004**	**6.1000e-004**	**6.3200e-003**	**1.0000e-005**	**1.0400e-003**	**1.0000e-005**	**1.0500e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**1.0158**	**1.0158**	**6.0000e-005**	**0.0000**	**1.0170**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7916	2.3438	9.1109	0.0201	1.3368	0.0318	1.3686	0.3580	0.0293	0.3873	0.0000	1,607.0711	1,607.0711	0.0691	0.0000	1,608.5231
Unmitigated	0.7916	2.3438	9.1109	0.0201	1.3368	0.0318	1.3686	0.3580	0.0293	0.3873	0.0000	1,607.0711	1,607.0711	0.0691	0.0000	1,608.5231

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Free-Standing Discount Store	592.06	592.06	592.06	1,111,127	1,111,127
Unrefrigerated Warehouse-No Rail	563.92	563.92	563.92	2,416,801	2,416,801
Total	1,155.98	1,155.98	1,155.98	3,527,929	3,527,929

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	436.7416	436.7416	0.0201	4.1500e-003	438.4508
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	436.7416	436.7416	0.0201	4.1500e-003	438.4508
NaturalGas Mitigated	4.0000e-004	3.6600e-003	3.0800e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	3.9895	3.9895	8.0000e-005	7.0000e-005	4.0138
NaturalGas Unmitigated	4.0000e-004	3.6600e-003	3.0800e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	3.9895	3.9895	8.0000e-005	7.0000e-005	4.0138

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	23800	1.3000e-004	1.1700e-003	9.8000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2701	1.2701	2.0000e-005	2.0000e-005	1.2778
Unrefrigerated Warehouse-No Rail	50960	2.7000e-004	2.5000e-003	2.1000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7194	2.7194	5.0000e-005	5.0000e-005	2.7360
Total		**4.0000e-004**	**3.6700e-003**	**3.0800e-003**	**2.0000e-005**		**2.8000e-004**	**2.8000e-004**		**2.8000e-004**	**2.8000e-004**	**0.0000**	**3.9895**	**3.9895**	**7.0000e-005**	**7.0000e-005**	**4.0138**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Free-Standing Discount Store	23800	1.3000e-004	1.1700e-003	9.8000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2701	1.2701	2.0000e-005	2.0000e-005	1.2778
Unrefrigerated Warehouse-No Rail	50960	2.7000e-004	2.5000e-003	2.1000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7194	2.7194	5.0000e-005	5.0000e-005	2.7360
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.0000e-004**	**3.6700e-003**	**3.0800e-003**	**2.0000e-005**		**2.8000e-004**	**2.8000e-004**		**2.8000e-004**	**2.8000e-004**	**0.0000**	**3.9895**	**3.9895**	**7.0000e-005**	**7.0000e-005**	**4.0138**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	1.06964e+006	306.0950	0.0141	2.9100e-003	307.2929
Free-Standing Discount Store	212380	60.7761	2.7900e-003	5.8000e-004	61.0140
Unrefrigerated Warehouse-No Rail	244160	69.8705	3.2100e-003	6.6000e-004	70.1440
Total		**436.7416**	**0.0201**	**4.1500e-003**	**438.4508**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	1.06964e+006	306.0950	0.0141	2.9100e-003	307.2929
Free-Standing Discount Store	212380	60.7761	2.7900e-003	5.8000e-004	61.0140
Unrefrigerated Warehouse-No Rail	244160	69.8705	3.2100e-003	6.6000e-004	70.1440
Total		**436.7416**	**0.0201**	**4.1500e-003**	**438.4508**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0917	3.0000e-005	2.9900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6800e-003	5.6800e-003	2.0000e-005	0.0000	6.0100e-003
Unmitigated	1.0917	3.0000e-005	2.9900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6800e-003	5.6800e-003	2.0000e-005	0.0000	6.0100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2650					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8264					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9000e-004	3.0000e-005	2.9900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6800e-003	5.6800e-003	2.0000e-005	0.0000	6.0100e-003
Total	**1.0917**	**3.0000e-005**	**2.9900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.6800e-003**	**5.6800e-003**	**2.0000e-005**	**0.0000**	**6.0100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2650					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8264					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9000e-004	3.0000e-005	2.9900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.6800e-003	5.6800e-003	2.0000e-005	0.0000	6.0100e-003
Total	**1.0917**	**3.0000e-005**	**2.9900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.6800e-003**	**5.6800e-003**	**2.0000e-005**	**0.0000**	**6.0100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	58.5763	0.4582	0.0113	71.6883
Unmitigated	58.5763	0.4583	0.0113	71.6954

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	1.03702 / 0.63559	6.2138	0.0341	8.5000e-004	7.1938
Unrefrigerated Warehouse-No Rail	12.95 / 0	52.3625	0.4242	0.0104	64.5016
Total		**58.5763**	**0.4583**	**0.0113**	**71.6954**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	1.03702 / 0.63559	6.2138	0.0341	8.5000e-004	7.1933
Unrefrigerated Warehouse-No Rail	12.95 / 0	52.3625	0.4241	0.0104	64.4950
Total		**58.5763**	**0.4582**	**0.0113**	**71.6883**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	22.9075	1.3538	0.0000	51.3373
Unmitigated	22.9075	1.3538	0.0000	51.3373

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	60.21	12.2221	0.7223	0.0000	27.3905
Unrefrigerated Warehouse-No Rail	52.64	10.6854	0.6315	0.0000	23.9468
Total		**22.9075**	**1.3538**	**0.0000**	**51.3373**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	60.21	12.2221	0.7223	0.0000	27.3905
Unrefrigerated Warehouse-No Rail	52.64	10.6854	0.6315	0.0000	23.9468
Total		**22.9075**	**1.3538**	**0.0000**	**51.3373**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Emission Modeling Results for Proposed Land Uses

325 N. Maple Drive Renovation - proposed

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	87.50	1000sqft	0.46	87,500.00	0
Enclosed Parking with Elevator	127.30	1000sqft	0.67	127,300.00	0
	0.00		0.00		0
Free-Standing Discount Store	10.50	1000sqft	0.05	10,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage of existing land uses estimated based on share of floor area and proposed 79% building coverage of site. Retail space includes Post Office retail center and other retail floor area.

Construction Phase - Renovation is assumed to consist of one "building construction" phase of removal of existing building materials and a second phase of addition of new building materials. Assume 60 days of architectural coating, overlapping with other construction phases.

Demolition -

Grading - Conservatively assume 400 cy of soil import and 350 cy of export during grading.

Vehicle Trips - Daily trip rates from Fehr & Peers traffic study used: 44.32 trips/ksf for retail uses, 11.03 trips/ksf for office space.

Off-road Equipment -

Off-road Equipment -

Architectural Coating - Low-VOC paints with emission factor of 150 g/L.

Area Coating - Low-VOC paints with emission factor of 150 g/L.

Construction Off-road Equipment Mitigation - Fugitive dust mitigation per SCAQMD Rule 403: 3x watering of exposed areas per day.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstructionPhase	NumDays	10.00	60.00
tblConstructionPhase	NumDays	200.00	110.00
tblConstructionPhase	NumDays	200.00	115.00
tblConstructionPhase	NumDays	4.00	5.00
tblConstructionPhase	PhaseEndDate	2/13/2017	12/5/2016
tblConstructionPhase	PhaseEndDate	12/19/2016	12/5/2016
tblConstructionPhase	PhaseStartDate	11/22/2016	9/13/2016
tblConstructionPhase	PhaseStartDate	12/6/2016	11/22/2016
tblGrading	AcresOfGrading	1.88	1.50
tblGrading	MaterialExported	0.00	350.00
tblGrading	MaterialImported	0.00	400.00
tblLandUse	LotAcreage	2.01	0.46
tblLandUse	LotAcreage	2.92	0.67
tblLandUse	LotAcreage	0.24	0.05
tblProjectCharacteristics	OperationalYear	2014	2016
tblTripsAndVMT	VendorTripNumber	37.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	56.6898	26.8712	27.8152	0.0470	5.8890	1.6242	7.2883	2.9774	1.5711	4.2648	0.0000	4,319.6738	4,319.6738	0.5575	0.0000	4,331.3810
Total	**56.6898**	**26.8712**	**27.8152**	**0.0470**	**5.8890**	**1.6242**	**7.2883**	**2.9774**	**1.5711**	**4.2648**	**0.0000**	**4,319.6738**	**4,319.6738**	**0.5575**	**0.0000**	**4,331.3810**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	56.6898	26.8712	27.8152	0.0470	2.3513	1.6242	3.7506	1.1757	1.5711	2.4630	0.0000	4,319.6738	4,319.6738	0.5575	0.0000	4,331.3810
Total	**56.6898**	**26.8712**	**27.8152**	**0.0470**	**2.3513**	**1.6242**	**3.7506**	**1.1757**	**1.5711**	**2.4630**	**0.0000**	**4,319.6738**	**4,319.6738**	**0.5575**	**0.0000**	**4,331.3810**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.07**	**0.00**	**48.54**	**60.51**	**0.00**	**42.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7507	2.3000e-004	0.0236	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0493	0.0493	1.4000e-004		0.0522
Energy	0.0288	0.2617	0.2198	1.5700e-003		0.0199	0.0199		0.0199	0.0199		314.0129	314.0129	6.0200e-003	5.7600e-003	315.9239
Mobile	6.4816	16.4973	66.5622	0.1399	9.5618	0.2261	9.7879	2.5566	0.2079	2.7645		12,336.3085	12,336.3085	0.5430		12,347.7104
Total	**12.2610**	**16.7592**	**66.8056**	**0.1414**	**9.5618**	**0.2461**	**9.8079**	**2.5566**	**0.2279**	**2.7845**		**12,650.3707**	**12,650.3707**	**0.5491**	**5.7600e-003**	**12,663.6866**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7507	2.3000e-004	0.0236	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0493	0.0493	1.4000e-004		0.0522
Energy	0.0288	0.2617	0.2198	1.5700e-003		0.0199	0.0199		0.0199	0.0199		314.0129	314.0129	6.0200e-003	5.7600e-003	315.9239
Mobile	6.4816	16.4973	66.5622	0.1399	9.5618	0.2261	9.7879	2.5566	0.2079	2.7645		12,336.3085	12,336.3085	0.5430		12,347.7104
Total	**12.2610**	**16.7592**	**66.8056**	**0.1414**	**9.5618**	**0.2461**	**9.8079**	**2.5566**	**0.2279**	**2.7845**		**12,650.3707**	**12,650.3707**	**0.5491**	**5.7600e-003**	**12,663.6866**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	1/4/2016	5	2	
2	Grading	Grading	1/5/2016	1/11/2016	5	5	
3	Building Construction 1	Building Construction	1/12/2016	6/20/2016	5	115	
4	Building Construction 2	Building Construction	6/21/2016	11/21/2016	5	110	
5	Architectural Coating	Architectural Coating	9/13/2016	12/5/2016	5	60	
6	Paving	Paving	11/22/2016	12/5/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 337,950; Non-Residential Outdoor: 112,650 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction 2	Cranes	1	6.00	226	0.29
Building Construction 2	Forklifts	1	6.00	89	0.20
Building Construction 2	Generator Sets	1	8.00	84	0.74
Building Construction 2	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction 2	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction 1	Cranes	1	6.00	226	0.29
Building Construction 1	Forklifts	1	6.00	89	0.20
Building Construction 1	Generator Sets	1	8.00	84	0.74
Building Construction 1	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction 1	7	85.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	50.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	7	85.00	37.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866		1,781.0872	1,781.0872	0.5372		1,792.3693
Total	**2.4428**	**25.7718**	**16.5144**	**0.0171**	**5.7996**	**1.3985**	**7.1981**	**2.9537**	**1.2866**	**4.2403**		**1,781.0872**	**1,781.0872**	**0.5372**		**1,792.3693**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0497	0.5211	1.1000e-003	0.0894	8.5000e-004	0.0903	0.0237	7.8000e-004	0.0245		92.8025	92.8025	5.3500e-003		92.9149
Total	**0.0371**	**0.0497**	**0.5211**	**1.1000e-003**	**0.0894**	**8.5000e-004**	**0.0903**	**0.0237**	**7.8000e-004**	**0.0245**		**92.8025**	**92.8025**	**5.3500e-003**		**92.9149**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866	0.0000	1,781.0872	1,781.0872	0.5372		1,792.3693
Total	**2.4428**	**25.7718**	**16.5144**	**0.0171**	**2.2618**	**1.3985**	**3.6603**	**1.1519**	**1.2866**	**2.4385**	**0.0000**	**1,781.0872**	**1,781.0872**	**0.5372**		**1,792.3693**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0497	0.5211	1.1000e-003	0.0894	8.5000e-004	0.0903	0.0237	7.8000e-004	0.0245		92.8025	92.8025	5.3500e-003		92.9149
Total	**0.0371**	**0.0497**	**0.5211**	**1.1000e-003**	**0.0894**	**8.5000e-004**	**0.0903**	**0.0237**	**7.8000e-004**	**0.0245**		**92.8025**	**92.8025**	**5.3500e-003**		**92.9149**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8517	0.0000	4.8517	2.5196	0.0000	2.5196			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141		1.1407	1.1407		1.0494	1.0494		1,462.8468	1,462.8468	0.4413		1,472.1130
Total	**1.9908**	**21.0361**	**13.6704**	**0.0141**	**4.8517**	**1.1407**	**5.9924**	**2.5196**	**1.0494**	**3.5690**		**1,462.8468**	**1,462.8468**	**0.4413**		**1,472.1130**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1865	2.9018	2.3057	7.4600e-003	0.1741	0.0416	0.2158	0.0477	0.0383	0.0860		750.9174	750.9174	5.6400e-003		751.0358
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0497	0.5211	1.1000e-003	0.0894	8.5000e-004	0.0903	0.0237	7.8000e-004	0.0245		92.8025	92.8025	5.3500e-003		92.9149
Total	**0.2236**	**2.9515**	**2.8268**	**8.5600e-003**	**0.2636**	**0.0425**	**0.3060**	**0.0714**	**0.0391**	**0.1104**		**843.7199**	**843.7199**	**0.0110**		**843.9506**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8922	0.0000	1.8922	0.9826	0.0000	0.9826			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141		1.1407	1.1407		1.0494	1.0494	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130
Total	**1.9908**	**21.0361**	**13.6704**	**0.0141**	**1.8922**	**1.1407**	**3.0328**	**0.9826**	**1.0494**	**2.0321**	**0.0000**	**1,462.8468**	**1,462.8468**	**0.4413**		**1,472.1130**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1865	2.9018	2.3057	7.4600e-003	0.1741	0.0416	0.2158	0.0477	0.0383	0.0860		750.9174	750.9174	5.6400e-003		751.0358
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0497	0.5211	1.1000e-003	0.0894	8.5000e-004	0.0903	0.0237	7.8000e-004	0.0245		92.8025	92.8025	5.3500e-003		92.9149
Total	**0.2236**	**2.9515**	**2.8268**	**8.5600e-003**	**0.2636**	**0.0425**	**0.3060**	**0.0714**	**0.0391**	**0.1104**		**843.7199**	**843.7199**	**0.0110**		**843.9506**

3.4 Building Construction 1 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2,046.9432	2,046.9432	0.4499		2,056.3913
Total	**3.2915**	**20.5459**	**14.7074**	**0.0220**		**1.3656**	**1.3656**		**1.3176**	**1.3176**		**2,046.9432**	**2,046.9432**	**0.4499**		**2,056.3913**

3.4 Building Construction 1 - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3939	0.5284	5.5367	0.0117	0.9501	8.9900e-003	0.9591	0.2520	8.2600e-003	0.2602		986.0264	986.0264	0.0569		987.2207
Total	**0.3939**	**0.5284**	**5.5367**	**0.0117**	**0.9501**	**8.9900e-003**	**0.9591**	**0.2520**	**8.2600e-003**	**0.2602**		**986.0264**	**986.0264**	**0.0569**		**987.2207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2,046.9432	2,046.9432	0.4499		2,056.3913
Total	**3.2915**	**20.5459**	**14.7074**	**0.0220**		**1.3656**	**1.3656**		**1.3176**	**1.3176**	**0.0000**	**2,046.9432**	**2,046.9432**	**0.4499**		**2,056.3913**

3.4 Building Construction 1 - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3939	0.5284	5.5367	0.0117	0.9501	8.9900e-003	0.9591	0.2520	8.2600e-003	0.2602		986.0264	986.0264	0.0569		987.2207
Total	**0.3939**	**0.5284**	**5.5367**	**0.0117**	**0.9501**	**8.9900e-003**	**0.9591**	**0.2520**	**8.2600e-003**	**0.2602**		**986.0264**	**986.0264**	**0.0569**		**987.2207**

3.5 Building Construction 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2,046.9432	2,046.9432	0.4499		2,056.3913
Total	**3.2915**	**20.5459**	**14.7074**	**0.0220**		**1.3656**	**1.3656**		**1.3176**	**1.3176**		**2,046.9432**	**2,046.9432**	**0.4499**		**2,056.3913**

3.5 Building Construction 2 - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3439	3.3191	4.5799	8.0700e-003	0.2308	0.0512	0.2819	0.0657	0.0470	0.1127		808.0508	808.0508	6.1500e-003		808.1800
Worker	0.3939	0.5284	5.5367	0.0117	0.9501	8.9900e-003	0.9591	0.2520	8.2600e-003	0.2602		986.0264	986.0264	0.0569		987.2207
Total	**0.7378**	**3.8475**	**10.1166**	**0.0197**	**1.1809**	**0.0601**	**1.2410**	**0.3176**	**0.0553**	**0.3729**		**1,794.0772**	**1,794.0772**	**0.0630**		**1,795.4007**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2,046.9432	2,046.9432	0.4499		2,056.3913
Total	**3.2915**	**20.5459**	**14.7074**	**0.0220**		**1.3656**	**1.3656**		**1.3176**	**1.3176**	**0.0000**	**2,046.9432**	**2,046.9432**	**0.4499**		**2,056.3913**

3.5 Building Construction 2 - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3439	3.3191	4.5799	8.0700e-003	0.2308	0.0512	0.2819	0.0657	0.0470	0.1127		808.0508	808.0508	6.1500e-003		808.1800
Worker	0.3939	0.5284	5.5367	0.0117	0.9501	8.9900e-003	0.9591	0.2520	8.2600e-003	0.2602		986.0264	986.0264	0.0569		987.2207
Total	**0.7378**	**3.8475**	**10.1166**	**0.0197**	**1.1809**	**0.0601**	**1.2410**	**0.3176**	**0.0553**	**0.3729**		**1,794.0772**	**1,794.0772**	**0.0630**		**1,795.4007**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	52.2133					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**52.5817**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		197.2053	197.2053	0.0114		197.4441
Total	**0.0788**	**0.1057**	**1.1073**	**2.3300e-003**	**0.1900**	**1.8000e-003**	**0.1918**	**0.0504**	**1.6500e-003**	**0.0521**		**197.2053**	**197.2053**	**0.0114**		**197.4441**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	52.2133					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**52.5817**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		197.2053	197.2053	0.0114		197.4441
Total	**0.0788**	**0.1057**	**1.1073**	**2.3300e-003**	**0.1900**	**1.8000e-003**	**0.1918**	**0.0504**	**1.6500e-003**	**0.0521**		**197.2053**	**197.2053**	**0.0114**		**197.4441**

3.7 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438		1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2872**	**13.2076**	**9.0880**	**0.0133**		**0.8075**	**0.8075**		**0.7438**	**0.7438**		**1,368.4366**	**1,368.4366**	**0.4053**		**1,376.9473**

3.7 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0808	0.8468	1.7800e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2600e-003	0.0398		150.8040	150.8040	8.7000e-003		150.9867
Total	**0.0602**	**0.0808**	**0.8468**	**1.7800e-003**	**0.1453**	**1.3700e-003**	**0.1467**	**0.0385**	**1.2600e-003**	**0.0398**		**150.8040**	**150.8040**	**8.7000e-003**		**150.9867**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438	0.0000	1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2872**	**13.2076**	**9.0880**	**0.0133**		**0.8075**	**0.8075**		**0.7438**	**0.7438**	**0.0000**	**1,368.4366**	**1,368.4366**	**0.4053**		**1,376.9473**

3.7 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0808	0.8468	1.7800e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2600e-003	0.0398		150.8040	150.8040	8.7000e-003		150.9867
Total	**0.0602**	**0.0808**	**0.8468**	**1.7800e-003**	**0.1453**	**1.3700e-003**	**0.1467**	**0.0385**	**1.2600e-003**	**0.0398**		**150.8040**	**150.8040**	**8.7000e-003**		**150.9867**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.4816	16.4973	66.5622	0.1399	9.5618	0.2261	9.7879	2.5566	0.2079	2.7645		12,336.3085	12,336.3085	0.5430		12,347.7104
Unmitigated	6.4816	16.4973	66.5622	0.1399	9.5618	0.2261	9.7879	2.5566	0.2079	2.7645		12,336.3085	12,336.3085	0.5430		12,347.7104

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Free-Standing Discount Store	601.02	746.24	591.78	1,164,398	1,164,398
General Office Building	963.38	207.38	85.75	2,351,667	2,351,667
Total	1,564.40	953.61	677.53	3,516,064	3,516,064

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0288	0.2617	0.2198	1.5700e-003		0.0199	0.0199		0.0199	0.0199		314.0129	314.0129	6.0200e-003	5.7600e-003	315.9239
NaturalGas Unmitigated	0.0288	0.2617	0.2198	1.5700e-003		0.0199	0.0199		0.0199	0.0199		314.0129	314.0129	6.0200e-003	5.7600e-003	315.9239

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	48.9041	5.3000e-004	4.7900e-003	4.0300e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004		5.7534	5.7534	1.1000e-004	1.1000e-004	5.7884
General Office Building	2620.21	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.2595	308.2595	5.9100e-003	5.6500e-003	310.1355
Total		**0.0288**	**0.2617**	**0.2198**	**1.5700e-003**		**0.0199**	**0.0199**		**0.0199**	**0.0199**		**314.0129**	**314.0129**	**6.0200e-003**	**5.7600e-003**	**315.9239**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Free-Standing Discount Store	0.0489041	5.3000e-004	4.7900e-003	4.0300e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004		5.7534	5.7534	1.1000e-004	1.1000e-004	5.7884
General Office Building	2.62021	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.2595	308.2595	5.9100e-003	5.6500e-003	310.1355
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0288**	**0.2617**	**0.2198**	**1.5700e-003**		**0.0199**	**0.0199**		**0.0199**	**0.0199**		**314.0129**	**314.0129**	**6.0200e-003**	**5.7600e-003**	**315.9239**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.7507	2.3000e-004	0.0236	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0493	0.0493	1.4000e-004		0.0522
Unmitigated	5.7507	2.3000e-004	0.0236	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0493	0.0493	1.4000e-004		0.0522

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4609					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3000e-003	2.3000e-004	0.0236	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0493	0.0493	1.4000e-004		0.0522
Total	**5.7507**	**2.3000e-004**	**0.0236**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**		**0.0493**	**0.0493**	**1.4000e-004**		**0.0522**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4609					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3000e-003	2.3000e-004	0.0236	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0493	0.0493	1.4000e-004		0.0522
Total	**5.7507**	**2.3000e-004**	**0.0236**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**		**0.0493**	**0.0493**	**1.4000e-004**		**0.0522**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

325 N. Maple Drive Renovation - proposed

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	87.50	1000sqft	0.46	87,500.00	0
Enclosed Parking with Elevator	127.30	1000sqft	0.67	127,300.00	0
	0.00		0.00		0
Free-Standing Discount Store	10.50	1000sqft	0.05	10,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage of existing land uses estimated based on share of floor area and proposed 79% building coverage of site. Retail space includes Post Office retail center and other retail floor area.

Construction Phase - Renovation is assumed to consist of one "building construction" phase of removal of existing building materials and a second phase of addition of new building materials. Assume 60 days of architectural coating, overlapping with other construction phases.

Demolition -

Grading - Conservatively assume 400 cy of soil import and 350 cy of export during grading.

Vehicle Trips - Daily trip rates from Fehr & Peers traffic study used: 44.32 trips/ksf for retail uses, 11.03 trips/ksf for office space.

Off-road Equipment -

Off-road Equipment -

Architectural Coating - Low-VOC paints with emission factor of 150 g/L.

Area Coating - Low-VOC paints with emission factor of 150 g/L.

Construction Off-road Equipment Mitigation - Fugitive dust mitigation per SCAQMD Rule 403: 3x watering of exposed areas per day.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstructionPhase	NumDays	10.00	60.00
tblConstructionPhase	NumDays	200.00	110.00
tblConstructionPhase	NumDays	200.00	115.00
tblConstructionPhase	NumDays	4.00	5.00
tblConstructionPhase	PhaseEndDate	2/13/2017	12/5/2016
tblConstructionPhase	PhaseEndDate	12/19/2016	12/5/2016
tblConstructionPhase	PhaseStartDate	11/22/2016	9/13/2016
tblConstructionPhase	PhaseStartDate	12/6/2016	11/22/2016
tblGrading	AcresOfGrading	1.88	1.50
tblGrading	MaterialExported	0.00	350.00
tblGrading	MaterialImported	0.00	400.00
tblLandUse	LotAcreage	2.01	0.46
tblLandUse	LotAcreage	2.92	0.67
tblLandUse	LotAcreage	0.24	0.05
tblProjectCharacteristics	OperationalYear	2014	2016
tblTripsAndVMT	VendorTripNumber	37.00	0.00
tblVehicleTrips	ST_TR	71.07	44.32
tblVehicleTrips	ST_TR	2.37	11.03
tblVehicleTrips	SU_TR	56.36	44.32
tblVehicleTrips	SU_TR	0.98	11.03
tblVehicleTrips	WD_TR	57.24	44.32
tblVehicleTrips	WD_TR	11.01	11.03

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	2.0248	2.7854	2.7308	4.5600e-003	0.1422	0.1718	0.3140	0.0425	0.1654	0.2079	0.0000	378.6244	378.6244	0.0566	0.0000	379.8137
Total	**2.0248**	**2.7854**	**2.7308**	**4.5600e-003**	**0.1422**	**0.1718**	**0.3140**	**0.0425**	**0.1654**	**0.2079**	**0.0000**	**378.6244**	**378.6244**	**0.0566**	**0.0000**	**379.8137**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	2.0248	2.7854	2.7308	4.5600e-003	0.1313	0.1718	0.3031	0.0369	0.1654	0.2023	0.0000	378.6242	378.6242	0.0566	0.0000	379.8134
Total	**2.0248**	**2.7854**	**2.7308**	**4.5600e-003**	**0.1313**	**0.1718**	**0.3031**	**0.0369**	**0.1654**	**0.2023**	**0.0000**	**378.6242**	**378.6242**	**0.0566**	**0.0000**	**379.8134**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**7.69**	**0.00**	**3.48**	**13.29**	**0.00**	**2.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0494	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5900e-003	5.5900e-003	2.0000e-005	0.0000	5.9200e-003
Energy	5.2500e-003	0.0478	0.0401	2.9000e-004		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003	0.0000	706.9276	706.9276	0.0311	7.1800e-003	709.8072
Mobile	0.9499	2.6817	10.5557	0.0227	1.5090	0.0361	1.5451	0.4041	0.0332	0.4373	0.0000	1,818.8280	1,818.8280	0.0787	0.0000	1,820.4809
Waste						0.0000	0.0000		0.0000	0.0000	25.6865	0.0000	25.6865	1.5180	0.0000	57.5651
Water						0.0000	0.0000		0.0000	0.0000	5.1806	92.6663	97.8469	0.5364	0.0135	113.2784
Total	**2.0045**	**2.7295**	**10.5988**	**0.0230**	**1.5090**	**0.0398**	**1.5488**	**0.4041**	**0.0368**	**0.4410**	**30.8671**	**2,618.4276**	**2,649.2946**	**2.1642**	**0.0206**	**2,701.1374**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0494	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5900e-003	5.5900e-003	2.0000e-005	0.0000	5.9200e-003
Energy	5.2500e-003	0.0478	0.0401	2.9000e-004		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003	0.0000	706.9276	706.9276	0.0311	7.1800e-003	709.8072
Mobile	0.9499	2.6817	10.5557	0.0227	1.5090	0.0361	1.5451	0.4041	0.0332	0.4373	0.0000	1,818.8280	1,818.8280	0.0787	0.0000	1,820.4809
Waste						0.0000	0.0000		0.0000	0.0000	25.6865	0.0000	25.6865	1.5180	0.0000	57.5651
Water						0.0000	0.0000		0.0000	0.0000	5.1806	92.6663	97.8469	0.5363	0.0134	113.2701
Total	**2.0045**	**2.7295**	**10.5988**	**0.0230**	**1.5090**	**0.0398**	**1.5488**	**0.4041**	**0.0368**	**0.4410**	**30.8671**	**2,618.4276**	**2,649.2946**	**2.1641**	**0.0206**	**2,701.1291**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.10**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	1/4/2016	5	2	
2	Grading	Grading	1/5/2016	1/11/2016	5	5	
3	Building Construction 1	Building Construction	1/12/2016	6/20/2016	5	115	
4	Building Construction 2	Building Construction	6/21/2016	11/21/2016	5	110	
5	Architectural Coating	Architectural Coating	9/13/2016	12/5/2016	5	60	
6	Paving	Paving	11/22/2016	12/5/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 337,950; Non-Residential Outdoor: 112,650 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction 2	Cranes	1	6.00	226	0.29
Building Construction 2	Forklifts	1	6.00	89	0.20
Building Construction 2	Generator Sets	1	8.00	84	0.74
Building Construction 2	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction 2	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction 1	Cranes	1	6.00	226	0.29
Building Construction 1	Forklifts	1	6.00	89	0.20
Building Construction 1	Generator Sets	1	8.00	84	0.74
Building Construction 1	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction 1	7	85.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	50.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	7	85.00	37.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	5.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0855	0.0855	0.0000	0.0000	0.0856
Total	**3.0000e-005**	**5.0000e-005**	**5.3000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0855**	**0.0855**	**0.0000**	**0.0000**	**0.0856**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.2600e-003	0.0000	2.2600e-003	1.1500e-003	0.0000	1.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**2.2600e-003**	**1.4000e-003**	**3.6600e-003**	**1.1500e-003**	**1.2900e-003**	**2.4400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	5.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0855	0.0855	0.0000	0.0000	0.0856
Total	**3.0000e-005**	**5.0000e-005**	**5.3000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0855**	**0.0855**	**0.0000**	**0.0000**	**0.0856**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0121	0.0000	0.0121	6.3000e-003	0.0000	6.3000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9800e-003	0.0526	0.0342	4.0000e-005		2.8500e-003	2.8500e-003		2.6200e-003	2.6200e-003	0.0000	3.3177	3.3177	1.0000e-003	0.0000	3.3387
Total	**4.9800e-003**	**0.0526**	**0.0342**	**4.0000e-005**	**0.0121**	**2.8500e-003**	**0.0150**	**6.3000e-003**	**2.6200e-003**	**8.9200e-003**	**0.0000**	**3.3177**	**3.3177**	**1.0000e-003**	**0.0000**	**3.3387**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.6000e-004	7.3800e-003	5.6000e-003	2.0000e-005	4.3000e-004	1.0000e-004	5.3000e-004	1.2000e-004	1.0000e-004	2.1000e-004	0.0000	1.7054	1.7054	1.0000e-005	0.0000	1.7056
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.3000e-004	1.3300e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2139	0.2139	1.0000e-005	0.0000	0.2141
Total	**5.5000e-004**	**7.5100e-003**	**6.9300e-003**	**2.0000e-005**	**6.5000e-004**	**1.0000e-004**	**7.5000e-004**	**1.8000e-004**	**1.0000e-004**	**2.7000e-004**	**0.0000**	**1.9192**	**1.9192**	**2.0000e-005**	**0.0000**	**1.9198**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.7300e-003	0.0000	4.7300e-003	2.4600e-003	0.0000	2.4600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9800e-003	0.0526	0.0342	4.0000e-005		2.8500e-003	2.8500e-003		2.6200e-003	2.6200e-003	0.0000	3.3177	3.3177	1.0000e-003	0.0000	3.3387
Total	**4.9800e-003**	**0.0526**	**0.0342**	**4.0000e-005**	**4.7300e-003**	**2.8500e-003**	**7.5800e-003**	**2.4600e-003**	**2.6200e-003**	**5.0800e-003**	**0.0000**	**3.3177**	**3.3177**	**1.0000e-003**	**0.0000**	**3.3387**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.6000e-004	7.3800e-003	5.6000e-003	2.0000e-005	4.3000e-004	1.0000e-004	5.3000e-004	1.2000e-004	1.0000e-004	2.1000e-004	0.0000	1.7054	1.7054	1.0000e-005	0.0000	1.7056
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.3000e-004	1.3300e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2139	0.2139	1.0000e-005	0.0000	0.2141
Total	**5.5000e-004**	**7.5100e-003**	**6.9300e-003**	**2.0000e-005**	**6.5000e-004**	**1.0000e-004**	**7.5000e-004**	**1.8000e-004**	**1.0000e-004**	**2.7000e-004**	**0.0000**	**1.9192**	**1.9192**	**2.0000e-005**	**0.0000**	**1.9198**

3.4 Building Construction 1 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1893	1.1814	0.8457	1.2600e-003		0.0785	0.0785		0.0758	0.0758	0.0000	106.7750	106.7750	0.0235	0.0000	107.2678
Total	**0.1893**	**1.1814**	**0.8457**	**1.2600e-003**		**0.0785**	**0.0785**		**0.0758**	**0.0758**	**0.0000**	**106.7750**	**106.7750**	**0.0235**	**0.0000**	**107.2678**

3.4 Building Construction 1 - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0214	0.0312	0.3251	6.8000e-004	0.0536	5.2000e-004	0.0541	0.0142	4.7000e-004	0.0147	0.0000	52.2610	52.2610	2.9700e-003	0.0000	52.3233
Total	**0.0214**	**0.0312**	**0.3251**	**6.8000e-004**	**0.0536**	**5.2000e-004**	**0.0541**	**0.0142**	**4.7000e-004**	**0.0147**	**0.0000**	**52.2610**	**52.2610**	**2.9700e-003**	**0.0000**	**52.3233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1893	1.1814	0.8457	1.2600e-003		0.0785	0.0785		0.0758	0.0758	0.0000	106.7748	106.7748	0.0235	0.0000	107.2677
Total	**0.1893**	**1.1814**	**0.8457**	**1.2600e-003**		**0.0785**	**0.0785**		**0.0758**	**0.0758**	**0.0000**	**106.7748**	**106.7748**	**0.0235**	**0.0000**	**107.2677**

3.4 Building Construction 1 - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0214	0.0312	0.3251	6.8000e-004	0.0536	5.2000e-004	0.0541	0.0142	4.7000e-004	0.0147	0.0000	52.2610	52.2610	2.9700e-003	0.0000	52.3233
Total	**0.0214**	**0.0312**	**0.3251**	**6.8000e-004**	**0.0536**	**5.2000e-004**	**0.0541**	**0.0142**	**4.7000e-004**	**0.0147**	**0.0000**	**52.2610**	**52.2610**	**2.9700e-003**	**0.0000**	**52.3233**

3.5 Building Construction 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1810	1.1300	0.8089	1.2100e-003		0.0751	0.0751		0.0725	0.0725	0.0000	102.1326	102.1326	0.0225	0.0000	102.6040
Total	**0.1810**	**1.1300**	**0.8089**	**1.2100e-003**		**0.0751**	**0.0751**		**0.0725**	**0.0725**	**0.0000**	**102.1326**	**102.1326**	**0.0225**	**0.0000**	**102.6040**

3.5 Building Construction 2 - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0183	0.1862	0.2418	4.5000e-004	0.0125	2.8000e-003	0.0153	3.5600e-003	2.5700e-003	6.1300e-003	0.0000	40.5136	40.5136	3.0000e-004	0.0000	40.5200
Worker	0.0204	0.0298	0.3110	6.5000e-004	0.0512	4.9000e-004	0.0517	0.0136	4.5000e-004	0.0141	0.0000	49.9888	49.9888	2.8400e-003	0.0000	50.0484
Total	**0.0387**	**0.2160**	**0.5528**	**1.1000e-003**	**0.0637**	**3.2900e-003**	**0.0670**	**0.0172**	**3.0200e-003**	**0.0202**	**0.0000**	**90.5024**	**90.5024**	**3.1400e-003**	**0.0000**	**90.5684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1810	1.1300	0.8089	1.2100e-003		0.0751	0.0751		0.0725	0.0725	0.0000	102.1324	102.1324	0.0225	0.0000	102.6039
Total	**0.1810**	**1.1300**	**0.8089**	**1.2100e-003**		**0.0751**	**0.0751**		**0.0725**	**0.0725**	**0.0000**	**102.1324**	**102.1324**	**0.0225**	**0.0000**	**102.6039**

3.5 Building Construction 2 - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0183	0.1862	0.2418	4.5000e-004	0.0125	2.8000e-003	0.0153	3.5600e-003	2.5700e-003	6.1300e-003	0.0000	40.5136	40.5136	3.0000e-004	0.0000	40.5200
Worker	0.0204	0.0298	0.3110	6.5000e-004	0.0512	4.9000e-004	0.0517	0.0136	4.5000e-004	0.0141	0.0000	49.9888	49.9888	2.8400e-003	0.0000	50.0484
Total	**0.0387**	**0.2160**	**0.5528**	**1.1000e-003**	**0.0637**	**3.2900e-003**	**0.0670**	**0.0172**	**3.0200e-003**	**0.0202**	**0.0000**	**90.5024**	**90.5024**	**3.1400e-003**	**0.0000**	**90.5684**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5664					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0712	0.0565	9.0000e-005		5.9000e-003	5.9000e-003		5.9000e-003	5.9000e-003	0.0000	7.6598	7.6598	9.0000e-004	0.0000	7.6787
Total	**1.5775**	**0.0712**	**0.0565**	**9.0000e-005**		**5.9000e-003**	**5.9000e-003**		**5.9000e-003**	**5.9000e-003**	**0.0000**	**7.6598**	**7.6598**	**9.0000e-004**	**0.0000**	**7.6787**

3.6 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2300e-003	3.2500e-003	0.0339	7.0000e-005	5.5900e-003	5.0000e-005	5.6400e-003	1.4800e-003	5.0000e-005	1.5300e-003	0.0000	5.4533	5.4533	3.1000e-004	0.0000	5.4598
Total	**2.2300e-003**	**3.2500e-003**	**0.0339**	**7.0000e-005**	**5.5900e-003**	**5.0000e-005**	**5.6400e-003**	**1.4800e-003**	**5.0000e-005**	**1.5300e-003**	**0.0000**	**5.4533**	**5.4533**	**3.1000e-004**	**0.0000**	**5.4598**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5664					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0712	0.0565	9.0000e-005		5.9000e-003	5.9000e-003		5.9000e-003	5.9000e-003	0.0000	7.6598	7.6598	9.0000e-004	0.0000	7.6787
Total	**1.5775**	**0.0712**	**0.0565**	**9.0000e-005**		**5.9000e-003**	**5.9000e-003**		**5.9000e-003**	**5.9000e-003**	**0.0000**	**7.6598**	**7.6598**	**9.0000e-004**	**0.0000**	**7.6787**

3.6 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2300e-003	3.2500e-003	0.0339	7.0000e-005	5.5900e-003	5.0000e-005	5.6400e-003	1.4800e-003	5.0000e-005	1.5300e-003	0.0000	5.4533	5.4533	3.1000e-004	0.0000	5.4598
Total	**2.2300e-003**	**3.2500e-003**	**0.0339**	**7.0000e-005**	**5.5900e-003**	**5.0000e-005**	**5.6400e-003**	**1.4800e-003**	**5.0000e-005**	**1.5300e-003**	**0.0000**	**5.4533**	**5.4533**	**3.1000e-004**	**0.0000**	**5.4598**

3.7 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.7 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	4.1000e-004	4.3200e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6950	0.6950	4.0000e-005	0.0000	0.6959
Total	**2.8000e-004**	**4.1000e-004**	**4.3200e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6950**	**0.6950**	**4.0000e-005**	**0.0000**	**0.6959**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.7 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	4.1000e-004	4.3200e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6950	0.6950	4.0000e-005	0.0000	0.6959
Total	**2.8000e-004**	**4.1000e-004**	**4.3200e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6950**	**0.6950**	**4.0000e-005**	**0.0000**	**0.6959**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9499	2.6817	10.5557	0.0227	1.5090	0.0361	1.5451	0.4041	0.0332	0.4373	0.0000	1,818.8280	1,818.8280	0.0787	0.0000	1,820.4809
Unmitigated	0.9499	2.6817	10.5557	0.0227	1.5090	0.0361	1.5451	0.4041	0.0332	0.4373	0.0000	1,818.8280	1,818.8280	0.0787	0.0000	1,820.4809

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Free-Standing Discount Store	465.36	465.36	465.36	873,347	873,347
General Office Building	965.13	965.13	965.13	3,109,113	3,109,113
Total	1,430.49	1,430.49	1,430.49	3,982,460	3,982,460

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Free-Standing Discount Store	16.60	8.40	6.90	12.20	68.80	19.00	47.5	35.5	17
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	654.9393	654.9393	0.0301	6.2300e-003	657.5024
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	654.9393	654.9393	0.0301	6.2300e-003	657.5024
NaturalGas Mitigated	5.2500e-003	0.0478	0.0401	2.9000e-004		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003	0.0000	51.9884	51.9884	1.0000e-003	9.5000e-004	52.3048
NaturalGas Unmitigated	5.2500e-003	0.0478	0.0401	2.9000e-004		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003	0.0000	51.9884	51.9884	1.0000e-003	9.5000e-004	52.3048

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	17850	1.0000e-004	8.7000e-004	7.4000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9525	0.9525	2.0000e-005	2.0000e-005	0.9583
General Office Building	956375	5.1600e-003	0.0469	0.0394	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003	0.0000	51.0358	51.0358	9.8000e-004	9.4000e-004	51.3464
Total		**5.2600e-003**	**0.0478**	**0.0401**	**2.9000e-004**		**3.6300e-003**	**3.6300e-003**		**3.6300e-003**	**3.6300e-003**	**0.0000**	**51.9884**	**51.9884**	**1.0000e-003**	**9.6000e-004**	**52.3048**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Free-Standing Discount Store	17850	1.0000e-004	8.7000e-004	7.4000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9525	0.9525	2.0000e-005	2.0000e-005	0.9583
General Office Building	956375	5.1600e-003	0.0469	0.0394	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003	0.0000	51.0358	51.0358	9.8000e-004	9.4000e-004	51.3464
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.2600e-003**	**0.0478**	**0.0401**	**2.9000e-004**		**3.6300e-003**	**3.6300e-003**		**3.6300e-003**	**3.6300e-003**	**0.0000**	**51.9884**	**51.9884**	**1.0000e-003**	**9.6000e-004**	**52.3048**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	858002	245.5318	0.0113	2.3400e-003	246.4927
Free-Standing Discount Store	159285	45.5821	2.1000e-003	4.3000e-004	45.7605
General Office Building	1.27138e+006	363.8254	0.0167	3.4600e-003	365.2493
Total		**654.9393**	**0.0301**	**6.2300e-003**	**657.5024**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	858002	245.5318	0.0113	2.3400e-003	246.4927
Free-Standing Discount Store	159285	45.5821	2.1000e-003	4.3000e-004	45.7605
General Office Building	1.27138e+006	363.8254	0.0167	3.4600e-003	365.2493
Total		**654.9393**	**0.0301**	**6.2300e-003**	**657.5024**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0494	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5900e-003	5.5900e-003	2.0000e-005	0.0000	5.9200e-003
Unmitigated	1.0494	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5900e-003	5.5900e-003	2.0000e-005	0.0000	5.9200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2350					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9000e-004	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5900e-003	5.5900e-003	2.0000e-005	0.0000	5.9200e-003
Total	**1.0494**	**3.0000e-005**	**2.9500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.5900e-003**	**5.5900e-003**	**2.0000e-005**	**0.0000**	**5.9200e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2350					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9000e-004	3.0000e-005	2.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5900e-003	5.5900e-003	2.0000e-005	0.0000	5.9200e-003
Total	**1.0494**	**3.0000e-005**	**2.9500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.5900e-003**	**5.5900e-003**	**2.0000e-005**	**0.0000**	**5.9200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	97.8469	0.5363	0.0134	113.2701
Unmitigated	97.8469	0.5364	0.0135	113.2784

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	0.777761 / 0.476693	4.6604	0.0256	6.4000e-004	5.3954
General Office Building	15.5517 / 9.53169	93.1865	0.5108	0.0128	107.8830
Total		**97.8469**	**0.5364**	**0.0134**	**113.2784**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	0.777761 / 0.476693	4.6604	0.0255	6.4000e-004	5.3950
General Office Building	15.5517 / 9.53169	93.1865	0.5107	0.0128	107.8751
Total		**97.8469**	**0.5363**	**0.0134**	**113.2701**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	25.6865	1.5180	0.0000	57.5651
Unmitigated	25.6865	1.5180	0.0000	57.5651

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	45.16	9.1671	0.5418	0.0000	20.5440
General Office Building	81.38	16.5194	0.9763	0.0000	37.0211
Total		**25.6865**	**1.5180**	**0.0000**	**57.5651**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Free-Standing Discount Store	45.16	9.1671	0.5418	0.0000	20.5440
General Office Building	81.38	16.5194	0.9763	0.0000	37.0211
Total		**25.6865**	**1.5180**	**0.0000**	**57.5651**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation